

# Selkirk Means Business

*in partnership with*

## the Haining Trust

### Selkirk Haining integration and car parking

### Feasibility Study and Action Plan



September 2021



**Selkirk Means Business in partnership with the Haining Trust**

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Feasibility Study and Action Plan**

Final Report



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## **Executive Summary**

### **Introduction**

This feasibility study has been commissioned by Selkirk Means Business, in partnership with the Haining Trust, to look at options for and present proposals to better integrate Selkirk town and the Haining Estate and to address Selkirk's car parking capacity issues. The key driver is economic development, as the project aims to help:

- Enhance Selkirk as a visitor destination
- Increase economic activity in the town
- Increase footfall in the Haining Estate

The overall aspiration and vision is to create a car parking and access facility that serves the estate as well as the town and that will both accommodate local requirements as well as be inviting to and retain visitors, helping to both encourage and cater for a growing use.

### **Process**

The study began in early 2020 and following research, site visits and consultation developed initial proposals for three possible new car park sites. These were located at the old Sainsburys site, as an extension to Halliwell's and in the area of the Haining known as Chicken Acre. Following discussion with Historic Environment Scotland, the Chicken Acre proposal was amended. These three schemes were then presented to key agencies and stakeholders (including HES, SBC, SOSE, LiveBorders) and through online meetings it was agreed that the Halliwell's extension scheme was preferred.

The Halliwell's extension proposals were then developed further and shared with the local community through two shop window displays and online. A survey captured some 858 responses and strongly demonstrated both need and support for the proposals. The results of the consultation were shared with the community at a Farmer's Market Day stall and further amendments to the scheme were taken on board. The final concept proposals were then developed and costed.

### **The need**

Previous car count surveys and community feedback / aspirations have clearly demonstrated the need for additional car parking in Selkirk. As part of this study a further observation and face to face survey was undertaken in order to provide further detail. The survey was undertaken by Selkirk Rotary Club following training over 8 days and demonstrated that Halliwell's and Market Place car parks are frequently operating either at or above capacity. The survey suggested that at least another 20 spaces may be required to cope with existing demand and a further 20 to allow for and encourage tourism / visitor growth.

### **The proposals**

The final concept proposals are presented overleaf and include alterations to the existing Halliwell's car park (including additional EV charging points and disabled parking), a car park extension for 53 vehicles including larger vehicle parking and minibus parking and 12 campervan pitches.



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 Selkirk Means Business in partnership with the Haining Trust



CLIENT: Selkirk Means Business in partnership with the Haining  
 PROJECT: Selkirk Haining integration and car parking  
 JOB DWG SCALE DATE TITLE: Haining Integration Proposal  
 PI 37 SK 26 NTS@A4 15/09/21 STATUS: FINAL



The proposals also include a new link path from the car park to and through the auld kirkyard, a clearing for temporary event camping and tree thinning throughout Chicken Acre, returning much of the area back to 19<sup>th</sup> Century parkland.

The main report provides considerable detail the market, the designed landscape and heritage constraints, the opportunities for improved market positioning for Selkirk as a visitor destination, the materials used and approach employed in the concept design proposals and the business operation for the campervan pitches. Overall, the scheme proposed is expected to have a significant impact on Selkirk's economy, enabling greater use of the town's shops and services by both local people and tourists as well as raising the profile of the Haining as a destination. The proposals not only address a well demonstrated current need but also enable Selkirk to grow economically.

### **Costs and funding**

The total capital costs for the works are estimated at c.£915,000, comprising:

- Existing car park                      £65,495
- Halliwell's extension                £512,958
- Campervan pitches                    £335,993

However, there are additional project costs (e.g. fees, surveys, IT requirements) that increase this figure to around £1,130,000. In addition, there is an estimated £85,000 development phase. The total project cost for the scheme proposed is therefore estimated at concept stage at around £1,215,000, excluding VAT.

The full report details an indicative funding plan, although it will likely require considerable funding from RTIF, SBC and SOSE.

### **Next steps**

The main report provides a risk strategy and an action plan that details the main tasks through to completion. The most important short term next steps are identified as:

1.      Adopt feasibility study and proposals
2.      Set up delivery group / lead personnel
3.      Produce brief for design team
4.      Apply for project development funding

### **Covid-19**

It should be noted that this study has been produced during the Covid-19 pandemic. This has caused significant delays to the programme, hindered site visits and caused alterations to the scope of work or methods employed. However, the longer timescale has enabled greater community engagement, both online and through shop front exhibitions. While the published data used is pre-Covid, the study surveys were obviously during Covid (although we waited until restrictions had eased to undertake the car park survey), and the next phases of the project, all being well, will be post Covid!

## **1.0 Introduction**

### **1.1 Project aims and objectives**

The aim of the project is to better integrate the town and the Haining Estate and to address Selkirk's car parking capacity issues. The key driver is economic development, as the project aims to help:

- Enhance Selkirk as a visitor destination
- Increase economic activity in the town
- Increase footfall in the Haining Estate

The overall aspiration and vision is to create a car parking and access facility that serves the estate as well as the town and that will both accommodate local requirements as well as be inviting to and retain visitors, helping to both encourage and cater for a growing use.

### **1.2 Selkirk and the Haining**

The town of Selkirk, located between Galashiels and Hawick, has a population of around 5,800 and is characterised by its historic hilltop town centre and its countryside setting. The town is located in the valley of the Ettrick Water and on the rolling hills to the east of the river. Interestingly there are two distinct parts to the town; the upper historic town centre and the lower riverside area, dominated by the Victorian mills, many of which are now converted into businesses and light industry or retail. Residential areas are located in both parts of the town.

Its people, known as Souters, have a proud heritage and a strong community spirit and the Royal and Ancient Burgh of Selkirk is today known for its Common Riding, links with Sir Walter Scott, textile production and, only recently, recognised as the likely place where William Wallace was made Guardian of Scotland.

Over recent years the town has begun a transformation. In 2017, the town centre benefited both from Streetscape Works and a Conservation Area Regeneration Scheme which improved the Market Place and Sir Walter Scott's Courthouse. This created an optimistic feel within the community and started a momentum to continue the positive work. The businesses in the town centre voted late in 2017, in favour of Selkirk becoming a Business Improvement District (BID) and the new company, Selkirk Means Business, came into existence in April 2018.

In its first year, Selkirk Means Business carried out a number of initiatives to raise the profile of the town; launching a website ([www.exploreselkirk.co.uk](http://www.exploreselkirk.co.uk)), creating a town logo and new town centre signage, a Cycle Station and expanding the planting and landscaping of the town centre.

The Haining Estate, a category A listed historic house with magnificent grounds and loch, was left in Trust for the benefit of the people of Selkirk in 2009 by Mr Andrew Nimmo Smith, the late owner. The Haining Charitable Trust was established and committed to preserving the cultural heritage of the estate, concentrating recently

on providing accessible woodland paths and facilities within its historic grounds and buildings.

What is of particular significance for this project, is the position of the Haining Estate in relation to Selkirk town centre; the house and town boundaries are shared for almost a kilometre. Indeed, the Haining Estate has traditionally demarked the boundary of urban growth to the south-west and today the new pedestrian entrance to the estate is only a little over 100m from the Market Place.

There has been a dialogue between the town of Selkirk and the Haining Trust over recent years to develop the opportunities that a historic house and visitor attraction, on the edge of the town, can bring. The Haining Trust are keen to encourage the local community to take advantage of the venue, and there is awareness that such a venue can bring additional visitors to the town.

### **1.3 This study**

This study has been commissioned by Selkirk Means Business in partnership with the Haining Trust in order to look at the options and feasibility to physically integrate the town and the Haining Estate. It is being undertaken by Rob Robinson Heritage Consulting (RRHC) and Mathew Benians Landscape Architects (MBLA Design Ltd) with cost support from Armour Construction Consultants.

The study aims to provide clarity and structure to the conversations and thoughts which have already taken place for Halliwell's Car Park. It aims to provide answers to see if initial ideas are workable, practicable and cost effective and an action plan and outline layouts that will take the project towards funding applications.

Specifically, the project brief requires the study to investigate and include:

- Car parking facilities for the town
- Haining requirements
- Links and opportunities with LIVE Borders
- Relocation of town camping facilities
- Links and opportunities with William Wallace and the Kirk Yard
- Consider marketing / branding implications
- Approximate costs for any viable projects
- Initial drawings and presentation boards of the proposed development

This report aims to find the most beneficial and achievable solution to the town's current car parking problem that will also deliver wider economic benefits and open the door to further economic growth for Selkirk.

The layout of the report includes an assessment of relevant provision and demand, including a market appraisal, the development and appraisal of appropriate options for car parking, the development of a recommended and costed project proposal, a funding plan and risk strategy and action plan to move the project forward.



## 2.0 Provision and Demand

### 2.1 Introduction and context

Before assessing the provision and market demand in Selkirk and the surrounding area for relevant sites and services, it is worth reviewing the context in which the project sits, particularly regarding economic and tourist development in the local and wider area.

In terms of recent local projects, perhaps the two most significant are Abbotsford House and the Border's Railway. Abbotsford House, the home of Sir Walter Scott, is located only nine miles north of Selkirk and has undergone a significant restoration with a new visitor centre opening in 2012 and the main house reopening in 2013 – and attracting over 70,000 visitors in its first season.

The Borders Railway is the longest new domestic railway to be built in the UK for over 100 years, with 30 miles of track running from Edinburgh, through Midlothian to Galashiels and Tweedbank in the Scottish Borders. It opened in 2015 and, within six months, passenger numbers exceeded the 650,000 prediction and went on to exceed 1 million per year. The feasibility study to extend the line to Hawick and on to Carlisle is progressing, although it is noticeable that Selkirk is omitted from the route which is proposed via Melrose and Newton St Boswells.

The largest current economic development project in the area is the SOSE / Borderlands Growth Deal which aims to develop projects along six themes and four place-based projects and progress the appraisal and feasibility process for the Borders Railway extension from Carlisle to Tweedbank. The projects most relevant to tourism and our context are:

- Digital Borderlands (£128 million)
- Destination Borderlands (approx. £61 million) which comprises 6 projects – Stranraer Harbour, Walking and Cycling routes, River Tweed: Source to Sea, Hadrian's Wall, Alnwick and See more Lake District.
- Borderlands Place Programme – A devolved fund to provide the stimulus for the repurposing and reinvention of priority town centres across the Borderlands to provide a platform for inclusive growth across the region. In SBC, it is proposed that Hawick, Jedburgh and Eyemouth are the initial priority locations for investment.
- Place based projects – comprise four projects of which two have significant relevance to tourism:
  - Mountain Bike Innovation Centre. Creation of an exemplar, multi-million pound research facility and workspace in the Scottish Borders to support business innovation, production, and controlled testing within the supply chain of the mountain bike sector.
  - Alongside this it is proposed to develop a world-class, commercial bike park that will permit the real-world testing of products as well as attracting additional mountain bikers and visitors to the area. This proposal is focused on Innerleithen and the adjoining forest area.
- Berwick Theatre and conference centre; An iconic new theatre and conference centre expanding the renowned programme of The Maltings and developing Berwick-on-Tweed as a major destination.

Other possible projects in the area include the possible Selkirk bypass, which would provide the opportunity to improve the town centre environment, enhance road linkages within the Central Borders and speed up journey times from Hawick northwards. While the broad route is safeguarded in the Local Plan, there is currently no Scottish Government commitment and further studies would be required to identify the exact road line and establish community and environmental impacts.

The Selkirk Community Action Plan 2012 - 2015 (and beyond) provides an excellent focus for the town's ambitions and opportunities. With the key themes of 'Great Place to Live', 'Welcoming Visitors', 'A Beautiful Place' and 'Better Place to do Business' the action plan details the key priorities under each of these. The most directly appropriate to this project fall within the 'A Beautiful Place' theme:

Priority 2: Reduce traffic congestion in the town centre

- Scope out opportunities for increased off-street parking for residents and visitors

Priority 3: Enhance and improve accessibility / orientation for green and open Spaces

- Support the Haining Estate to develop additional access routes, bridge links and interpretation following the initial pedestrian link from the Town Centre Car Park

Priority 4: Proactively work to address gap sites and derelict buildings

- Review current gap sites in the town centre and research redevelopment uses such as off-street parking, residential, public realm/ event spaces, green space opportunities etc.

Within this wider context is the Selkirk BIDS 2018-2022 project, which has identified and continues to identify projects and services based on the following themes:

- Marketing and Promotion; Flying the Flag for Selkirk
- Improving the Town's Visual Appearance
- Helping Businesses to Thrive

This project, to address Selkirk's car parking and consider its wider opportunities and impacts for the economy of Selkirk, therefore sits within a very dynamic wider context of economic development activity and community action.

## **2.2 Provision audit and context review**

### **2.2.1 Selkirk town and the Haining Estate**

Selkirk is a bustling market town serving the wider rural area, although the larger town of Galashiels to the north provides a stronger retail and services draw for the Selkirk hinterland. Nevertheless, Selkirk is reasonably well served and caters for a substantial resident community.

Its facilities (in July 2021) serving the wider catchment area include:

- Six primary schools, one secondary school, nurseries and play groups
- Selkirk Health Centre providing GP services and a range of clinics
- Amenity and Sheltered Housing provided by Scottish Borders, Bield Housing Association, Scottish Borders Housing Association and Eildon Housing Associations as well as private sector residential care and nursing homes
- A large number of formal organisations and voluntary and social groups, such as the Community Council, Selkirk Regeneration Company, Selkirk Common Riding Trust, Selkirk Chamber of Trade, Selkirk Churches Together etc.
- Selkirk Sheriff Court (criminal and civil cases)
- Sports and recreational clubs include rugby, hockey, tennis, golf, bowling, badminton, horse riding, cricket, football, archery, canoeing, sailing, swimming and angling
- Community facilities include the leisure centre (with swimming pool) local library and community centre and Rowlands (Youth facility)
- Selkirk has two main retail areas – the town centre and a cluster of large retail stores at Riverside. It has been noted that retail leakage is high (60% of food and drink spend and 80% of comparison goods); with spend exported to neighbouring towns, particularly Galashiels or via the Internet
- Town centre businesses include a range of sit in and take away eateries (including a growing café culture), one small supermarket, two butchers, bakers, pharmacies, estate agents / solicitors, bookshop, barbers / hair-dressers, banks, art gallery, hardware store, charity shops and a variety of other retail outlets
- Selkirk has a small number of commercial vacancies / empty properties in the town centre
- A high concentration of arts, crafts and creative businesses working from home premises, WASPS studios, the Haining stables and light / industrial workshops and working textile mills

Selkirk has a strong sense of culture and local identity and a variety of events. The most notable is the annual Common Riding in June, one of the oldest Border festivals commemorating the riding of the town marches and the Battle of Flodden, while others include mountain biking and cycling events, vintage car rallies, Scott's Selkirk, Rugby 7s and community events.

The Haining (house and estate) today is playing an increasingly important part in the fabric of the town and with the potential to be even more important in the future. Until recent years it has been closed to the public and indeed its estate wall at Lang Dykes provided a physical barrier to the estate and demarked the edge of the town.



Today, with improved access through Halliwell's car park, an improved path network through the estate, and an increasing number of functions and events within the house (as well as businesses and holiday accommodation within the stables), the Haining is very much part of the town. With community ownership and focus, the benefits that the Haining can bring to the community will only grow in the future.

Selkirk's unique selling points have been identified by the community as:

- Cultural Champions – Scott, Hogg, Lang and others
- Cultural Corridor – Haining / High Street
- Creativity, Culture and Heritage
- Countryside Estates
- Connectivity – Water / Road / Rail
- Common Riding
- Common Good Fund
- Community Spirit
- Conservation Area
- Crafts and Guilds

### **2.2.2 Car parking and e-charging**

There are four official off-street car parks in the town centre. All are free:

- Chapel Street – 14 spaces
- Scott's Place – 25 spaces (with signed coach / bus parking)
- Market Place – 11 spaces
- West Port (known as Halliwell's) – 85 spaces

Further (official) parking is promoted at Weaver's Court, near Dunsdale Road, providing a further 36 spaces. However, this is some distance from the town centre and located in the lower / Riverside area and not relevant to town centre parking. A further unofficial car park is located at the disused Sainsbury's site (between Scott's Place and Chapel Street). This provides a further 18 spaces plus recycling.

Including the Sainsbury's car park, Selkirk has a total of 153 (Scottish Borders Council listed) car parking spaces over five car parks in the town centre. By comparison, locally, Kelso has 324 car parking spaces over 7 car parks and Hawick has 751 spaces over 13 car parks. There is clear under-provision in Selkirk for car parking compared to its similar sized neighbours!

Only Market place has designated motorcycle parking, only Market and Halliwell's have disabled parking and only Halliwell's has an electric vehicle charging point (although others are available at Eilden Housing Association – staff and visitor car parks).

The Halliwell's electric vehicle charging station is a 'rapid' charge facility, has two parking bays and three charge connectors serving CHAdeMO (50kW), a Combined Charging System (50kW) and a 62196 Type 2 (43kW). Beyond Selkirk the nearest e-charging points are located at Galashiels, Tweedbank, Melrose, Newton St Boswells, Jedburgh and Hawick.

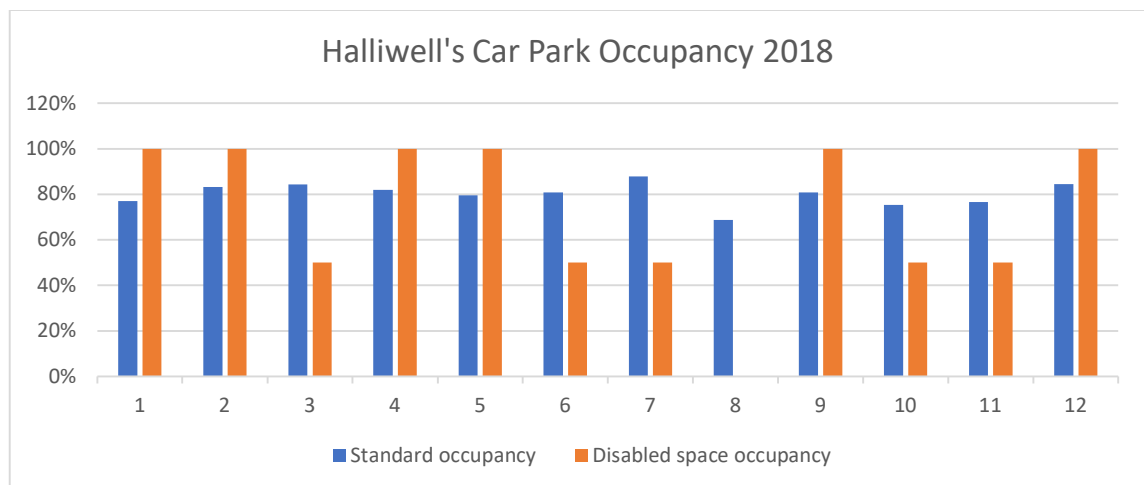
In addition, official on-street parking provision is available along the south side of the High Street and on a single yellow line allowing parking out with peak hours on the north side. Unofficial or unrestricted on-street parking is also available on other streets beyond the High Street, such as Back Row.

Parking for the Haining currently includes parking within the house gates for official guests, parking outside the gates for approximately 8-10 cars for use of the grounds and parking for events along the west gate drive, plus parking at the stables for businesses use and accommodation users.

Previous studies into car parking and traffic concerns in Selkirk have noted that town centre parking provision is low or restricted and that footway width, particularly on the south side of the High Street, can be narrow, although widths vary considerably throughout the town.

There has been a perception locally that parking compliance is poor, particularly following the withdrawal of the Traffic Warden Service by Police Scotland. However, the August 2016 Streetwise Services parking survey, which recorded the length of stay of vehicles over three days, noted that approximately 64% of those parking are compliant with the 30 minute on-street restrictions and that 83% of visitors stay a maximum of 1 hour.

Scottish Borders Council car park figures for Halliwell's Car Park demonstrate that it regularly operates at close to capacity. Over twelve random days between 14<sup>th</sup> May and 13<sup>th</sup> August (between 10am and noon) the car park occupancy averaged 80% with disabled parking averaging 71% although it was notably operating at full capacity for 50% of the time.

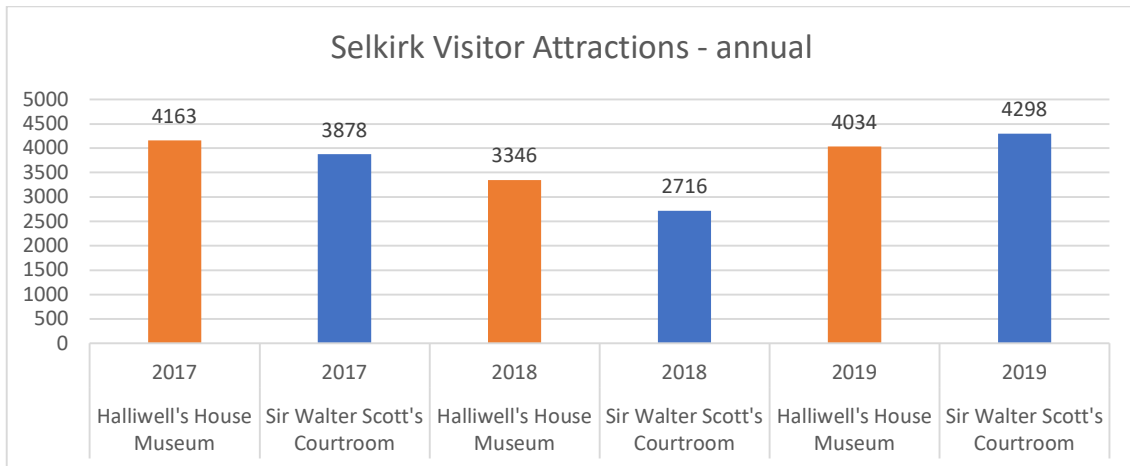


Source: Scottish Borders Council with additional analysis by RRHC

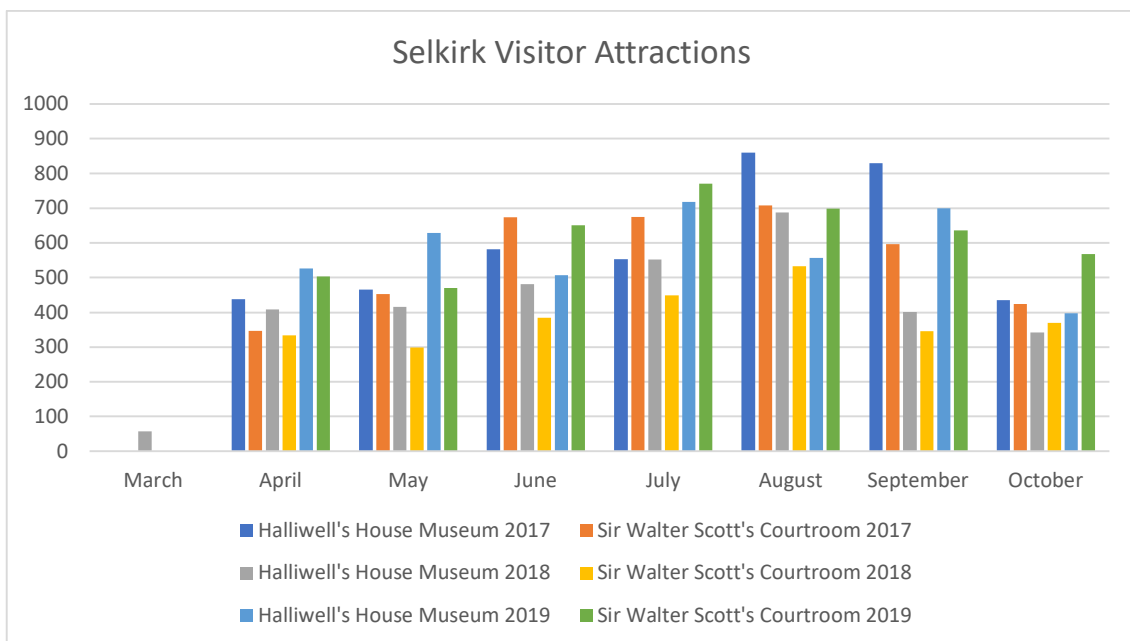
### **2.2.3 Heritage and visitor attractions**

Within Selkirk town, the two main visitor attractions beyond the Haining are Halliwell's House Museum and Sir Walter Scott's Courtroom. Both are free entry (donations welcome), open from Easter to October and include room recreations and tactile / interactive elements as well as small giftshops. Visitor figures to each are around

4,000pa, although there is expected to be a significant duplication of visitors between attractions.



In terms of monthly figures, it is clear that both attractions are busiest during the summer months of June, July and August and into September. The broad summer peak suggests that visitors include both families and adults without children.



Source: Live Borders with additional analysis by RRHC

The ruins of the Auld Kirk, the 5<sup>th</sup> or 6<sup>th</sup> church to stand on the site since the earliest recorded church in 1152 AD, and graveyard are accessible from Halliwell's car park and Kirk Wynd. Many of the early Kings of Scots came to hunt in Selkirk Forest and their parliaments were held 'apud Scheleskirke', believed to be this church, indeed it is thought that William Wallace was proclaimed 'Guardian of Scotland' within the Kirk in March 1298. The church also contains the remains of the Murrays of Philiphaugh, one of whose members was a maternal ancestor of President Franklin D Roosevelt, USA. Interpretation panels at the church provide insight creating an additional heritage attraction in the town.



Another free heritage attraction in Selkirk is the Dandie Dinmont statue located within the stables / kennels complex of the Haining. This statue celebrates 'Old Ginger', the founding father of the Dandie Dinmont Terrier who was born at The Haining on 4<sup>th</sup> June 1842 and indeed every Dandie Dinmont on earth today can trace their breeding back through their male line to 'Old Ginger'. Adjacent to the statue is a small indoor exhibition that tells visitors about the Dandie Dinmont Terrier and a computer database allows visitors to research their own Dandie's pedigree.

Lochcarron of Scotland Visitor Centre and coffee shop is located in the lower, Riverside area of Selkirk and is a five-star VisitScotland tourist attraction. It is the largest remaining working textile mill in the heart of the Scottish Borders and the visitor experience includes a mill tour, which takes visitors through the processes of creating tartan fabrics and accessories. Mill tours are £9.95 per adult and operate four times per day Monday to Thursday.

Just one mile out of Selkirk on the A708 is the Philiphaugh Salmon Viewing Centre (benefiting from new SOSE funding) and the Waterwheel café. The Centre is a free entry interpretation room that tells visitors all about the life cycle of salmon. Visitors can also watch the Salmon live on the interactive video screen and choose from four different cameras around the edge of the Ettrick River as well as take a short walk to view the salmon in the river. Also as part of the Philiphaugh Estate is the new South of Scotland Golden Eagle Project and the UK's first mainland golden eagle information point. Located in the new Waterwheel Tearoom, The Eyrie: Eagle Information Point includes a variety of interactive displays, AVs and games and is open seven days a week 10am-4pm.

The Borders Abbeys way, one of Scotland's Great Trails, passes through the Haining Estate and Selkirk and is promoted as multi-use (for walkers, cyclists and horse riders). People counter information for Hartwoodmyres is thought to represent all day walkers between Hawick and Selkirk and (uncalibrated) suggests that there were 860 walkers in 2014, with previous years' averages being around 900 to 1,000. For Tweedbank on the Borders Abbeys Way the annual average for 2013/14 was 15,500, although it is noted that this will include many local walkers as well as those walking between Melrose and Selkirk.

The Great Tapestry of Scotland should also be mentioned. Opening to the public on 26<sup>th</sup> August 2021 in Galashiels, the tapestry will be on permanent display in its new home / visitor centre. The tapestry is one of the longest in the world, hand stitched by 1,000 stitchers and tells the story of Scotland's history, heritage and culture from its formation to the present day. The tapestry is one of the biggest community projects to ever take place in Scotland and took two over years to complete. The new centre is open Thursday to Monday at costs £10.50 per adult.

Beyond Selkirk, the area boasts a variety of heritage-based visitor attractions including stately homes, ruined abbeys and castles.

Historic Houses and Estates within a 25 miles radius of Selkirk include:

- Bowhill House, near Selkirk – open set days April to August
- Abbotsford House, Melrose – open to the public daily from March to October and weekends October to December

- Traquair House, Innerleithen – open daily April to October
- Mellerstain House, near Earlston – open April to October
- Paxton House and Country Park, near Berwick Upon Tweed – open April to October
- Thirlestane Castle – open May to September
- Floors Castle, Kelso – open April to October

Historic monuments / archaeological sites within 10 miles of Selkirk include the extensive ruins of the four great abbeys of Melrose, Dryburgh, Jedburgh and Kelso, all of which are managed by Historic Environment Scotland and open to the public all year.

In addition to the Country Parks and Estates associated with historic houses above, are the following outdoor attractions within 15 miles of Selkirk:

- Tweed Valley Forest Park (eastern sites of Yair and Cardrona)
- Harestanes Countryside Visitors Centre, Jedburgh
- Priorwood Garden, Melrose
- Monteviot Gardens, Jedburgh

Visitor numbers to these attractions in the wider area demonstrate that although the heritage market is reasonably crowded, there is still considerable market demand.

The most popular attraction, based on the Visitor Attraction Monitor, is Tweed Valley Forest Park, attracting around 350,000 visits per year, while for the local paid entry attractions, the two key sites of Abbotsford and Bowhill attract around 60,000 and 23,000 respectively:

- Abbotsford – 2017 total: 60,849 (a very gradual decline since opening)
- Bowhill House and Country Estate – 2018 total: 22,680 (2017: 23,326)

For comparison, both are in the top six paid attractions in the Scottish Borders which, for 2018, also included Melrose Abbey (58,286), Dawyck Botanic Garden (35,622), Traquair House (31,256) and Jedburgh Abbey (27,489)

#### **2.2.4 Campsites**

The campsite in Selkirk is located at Victoria Park in the Riverside area of the town. It is a large open area including part of the car park for the swimming pool and leisure centre and a flat grassy area at the side of large playing fields. There are 10 electric plug-in points (mix of two and four connections) totalling 28 pitches on both the grass and the hard standing and campers are able to use the facilities in the leisure centre, including the pool, within their camping fee.

Key points to note from the existing Victoria Park operation include:

- April/May and July to September are the most popular times of the year (it is worth noting that the campsite is closed during the Common Riding as the ground is used for the funfair / shows)
- The most popular duration of stay is one night
- The presence of on-site staff is regarded as not essential but access to staff on site for booking, payment and general queries has been beneficial

- 'Front of house services' are provided at no additional cost when the leisure centre is opening and operating (as well as cleaning and regular checks of external changing /toilet rooms)
- Generally, users stay there in order to be in or close to Selkirk / this part of the Borders rather than for the specific site itself
- The site in its current location has not been proactively marketed
- It is unlikely that Selkirk would operate two separate campsites in or close to the town

User / booking figures for 2019 (April to November) show that:

- All bookings were for caravans / campervans
- April was by far the busiest month – although this is likely related to a local event (perhaps the nearby mountain bike world cup)
- There were a total of 186 bookings for 2019 staying a total of 422 nights (average stay of 2.3 nights)
- While most people only stayed one night (118 people / nights), most nights were stayed by those staying a week (25 bookings staying 175 nights). Meanwhile, 43 bookings stayed three nights (totalling 129 nights)
- Outside of April, the busiest months were May and July for the number of nights (around 28 bookings and 70 nights), followed by August and September (24-29 bookings staying 45/46 nights)

User reviews are interesting and include:

- 'Slightly odd place - essentially the campsite is in the grounds of the leisure centre.'
- 'Staff were friendly and bathrooms clean, but there was a loud noise from the swimming pool all night (some kind of pump or generator)
- 'Fine for a single night if needed but wouldn't recommend for a holiday.'
- 'It was really strange to be parked in a car park with people parking next to you going to the leisure centre and no other caravans or motorhomes to be seen'
- 'It's about a ten-minute walk uphill to the centre of Selkirk from the campsite'
- 'It's a lovely area, wonderful walking and cycling, some shops in Selkirk, and a full range of shops in Galashiels.'
- 'There was previously only one review of this site, which did not mention the key fact that this is not a campsite, in the normal use of the word, but camping within a public park. We pitched our tents on a verge adjacent to the car park.'
- 'A large part of the park was taken up by the Rugby Pitch, which was in use on the Saturday morning. All the areas where you can pitch your tent are adjacent to the car park, or adjacent to public footpaths.'
- 'Our tents and possessions were safe but hearing revellers (not connected with the tents or camper vans) returning home at night was disconcerting.'
- 'We did not think it particularly cheap (£40.30p for our two tents)'
- 'We did take advantage of the free swimming offered.'
- 'The facilities were good, clean and plentiful toilets and showers, and a good washing up room.'
- 'Both the staff members we spoke to were very pleasant, cheerful and extremely helpful.'



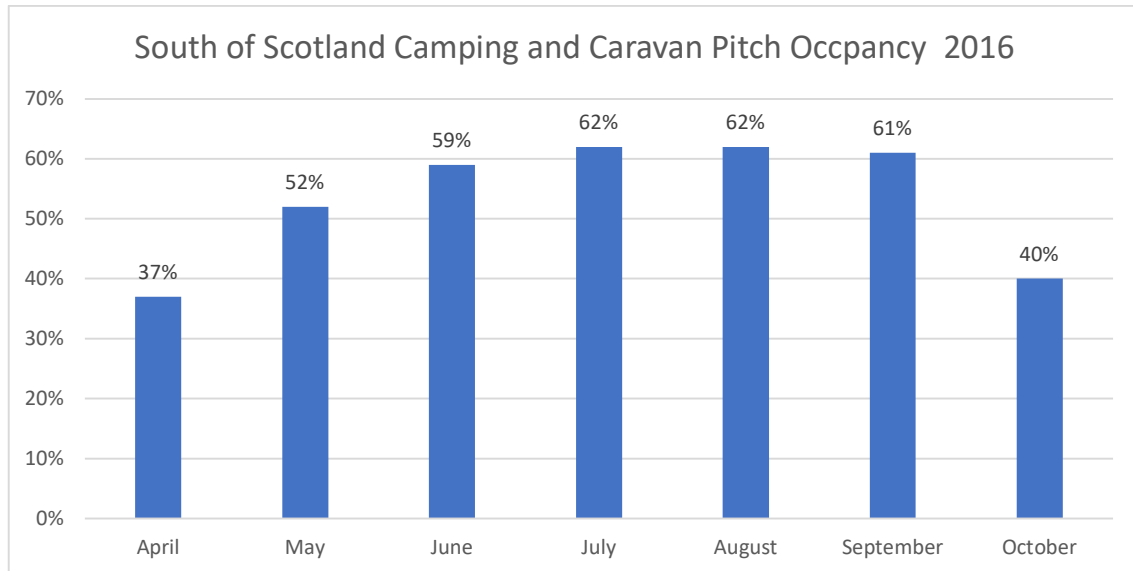
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- 'All in all, a distinctly unusual experience.'
- 'Huge site right beside the river with free choice of where to pitch your tent. All the shops, chip shops and cafes you could possibly want just a stroll up the town.'
- 'Don't forget your mallet as the ground is firm.'

In addition to Victoria Park, there are six other campsites within a 10-mile radius of Selkirk (presented overleaf).

| Site   | UK campsite user rating | Facilities   | Season           | Price (tourers)          | Occupancy / notes           |
|--|-------------------------|--|------------------|--------------------------|-----------------------------|
| Victoria Park, Selkirk                               | 6/10                    | Tents, caravan, campervan, electric hook ups, dogs allowed   | April to October | £15 + £7 hook up         | 28 pitches (all have power) |
| Gibson Park, Melrose (club site)                     | 9/10                    | Tents, caravan, campervan, electric hook ups, dogs allowed   | Open all year    | From £14.50              | 64 pitches                  |
| Ashieview Stud, Jedburgh                             | 8/10                    | Tents, caravan, campervan, electric hook ups, dogs allowed   | March to October | £11 - £16                | 11 pitches (all power)      |
| Lilliardsedge Holiday Park and Golf Course, Jedburgh | 8/10                    | Tents, caravan, campervan, holiday homes (rent and sale), electric hook ups, dogs allowed                              | All year         | £28.50                   | 38 pitches                  |
| Tweedside Caravan Park, Innerliethen                 | 8/10                    | Tents, caravan, campervan, holiday homes (rent and sale), glamping, electric hook ups, no dogs allowed and bar on site | March to October | £22 per night (2 people) | 30 pitches                  |
| Riverside Caravan Park, Hawick                       | 7/10                    | Tents, caravan, campervan, holiday homes (sale), electric hook ups, dogs allowed, onsite restaurant                    | All year         | £28.00                   | 15 pitches                  |
| Ruberslaw Wild Woods, Hawick                         | 9/10                    | Tents, glamping, dogs allowed  | March to October | Tents only               | 30 pitches (4 safari tents) |

Overall in the Scottish Borders there are an estimated 29 touring / camping sites providing 3,549 beds (2016), an increase in beds of 21 on 2015 and 162 on 2009. The occupancy rates for the South of Scotland (including Dumfries and Galloway) for caravan and camping pitches is 53%, the highest in Scotland. Occupancy rates run from April and October and vary from 37% in April to 62% in July and August.



Source: Scottish Accommodation Occupancy Survey, 2016

The Common Haugh in Hawick is worthy of specific mention. This is a local initiative to welcome campervans to the heart of the town. It is located in the town's main car park, the Common Haugh, and as common land it is free to use by all. It is generally open from Saturday to Thursday for a 24hr max stay with no booking system in operation. There were approximately 10-12 spaces, although the current flood protection works may change the number of spaces available in the future.

None of the spaces have power but all can use the nearby paid entry toilet facilities, although these are closed in the evenings / night-time. Waste disposal is arguably available at the toilets and the car park litter / recycling bins, although there is no designated campervan toilet or grey water waste point. Use is monitored by the Hawick Campervan Welcome Hosts during the Hawick Welcome season and every week varies in terms of use, although during 2019 the site averaged around 18/19 campervans per week.

There is no designated Hawick Welcome website nor is there any actual management on the ground. Despite the minimal management, according to both the car park / toilet managers and the initiative team there have not been any instances of abuse or misuse by campervan visitors, nor has there been any complaints from residents regarding the scheme. Although the operator of a neighbouring paid campsite states that there have been instances of both.

For information, the Common Haugh Toilets in Hawick comprise male (5 cubicles, 3 urinals and 1 family changing room), female (7 cubicles and 1 family changing room) and one disabled toilet, accessed via Radar key. The Market Place Toilets in Selkirk comprise male (3 cubicles and 3 urinals), female (5 cubicles) and one disabled toilet, accessed via Radar key. Both are normally open 7am to 5pm.

## **2.2.5 Conclusions**

The review of current facilities and visitor offer reveals that:

- The Scottish Borders (and Selkirk) has benefited from recent investment and is set to benefit from considerable further investment in the future
- The town centre has a reasonable selection of independent or speciality shops and eating places marking it out as 'different' from traditional high streets
- The town's commerce loses out to its larger neighbours, such as Galashiels, and the internet
- The town has a strong heritage with a considerable number of fairly small scale but unique heritage attractions for its size
- Beyond the town centre are a plethora of historic houses and gardens attracting hundreds of thousands of visits per year
- Although not on the current or planned Borders Railway, Selkirk is well positioned on both the Borders Abbey Way, the popular A708 cycle / motorcycle route to / from Moffat and the A7 Borders Historic Route
- Provision for camping / touring in the area is good with paid campsites providing good quality facilities locally. However, discussions with operators suggest that the market is strong particularly for campervans and that increased or improved provision in Selkirk is unlikely to impact upon existing local provision

## **2.3 Market appraisal**

### **2.1 Introduction**

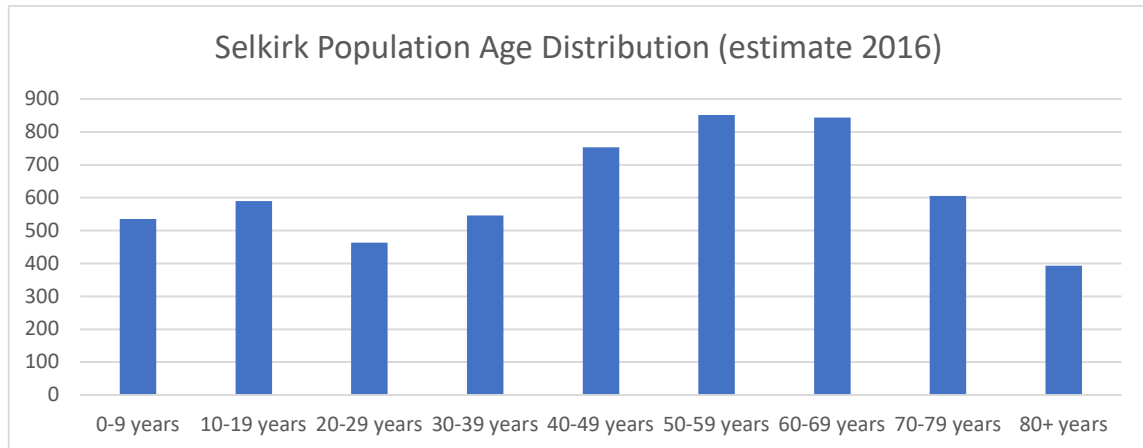
This section of the report provides a summary of the market for Selkirk as a destination and includes an appraisal of the resident market, the day visitor market and the tourist market.

### **2.2 Local demographics**

Selkirk has a slowly declining population with an older age profile with a higher proportion of pensionable-age people than the Scottish Borders average, which itself has an older age profile than the Scottish average.

The 2018 mid-year estimates suggest that Selkirk has a population of 5,570 people, reducing from 5,780 in 2011 and 5,890 in 2001. The figures suggest a male:female ratio of 48:52 and that over a quarter of the population are over 65 years old:

| <b>Age Groups (E 2016)</b> | <b>Number</b> | <b>%</b> |
|----------------------------|---------------|----------|
| 0-15 years                 | 861           | 15.4%    |
| 16-64 years                | 3,261         | 58.4%    |
| 65+ years                  | 1,458         | 26.1     |



Source: National Records of Scotland

Based on the 2011 census, the data suggests that there are 2,779 households with residents in Selkirk and that 38.6% are one person households, 16.6% of which are over 65 years old. Both of which are higher than both the Scottish Borders and Scotland. Loneliness and increasing frailty are therefore ongoing challenges to social services, which need to support pensioners to remain physically and mentally active and to continue to live in their own homes, particularly if they lack support from family and friends.

Selkirk, like the Scottish Borders as a whole, has a higher proportion of people than the Scottish average who were born in England but now consider themselves to be partly or wholly Scottish. This indicates that there is a significant feeling of community cohesion and security in Selkirk, like in other Scottish Borders communities, whereby people have made a choice to live in the community and feel a sense of pride in belonging there, regardless of where they were born.

The 2011 Census identifies that there is a thriving minority of economic migrants and ethnic minorities in Selkirk. More than half of them, and a larger proportion than average, have been resident in the UK for over 10 years.

The Scottish Borders, as a rural region, has a higher dependency on private motor vehicles than the Scottish average, with a higher proportion of households likely to own at least one vehicle and a lower proportion without a car. Three quarters of Selkirk households own at least one car but a quarter do not, which is higher than the Scottish Borders average.

Selkirk is a small but important service centre and former industrial and county town with a wide range of services and with a large, rural hinterland. Agriculture, construction, professional and administrative services, education and the arts are all important sectors in the local economy, more so than to the Scottish Borders as a whole. The biggest single section of employment in Selkirk is in construction, followed by health, social work and education, reflecting its role as a district centre of public services. The second largest private sector category is manufacturing, although this has declined severely since its heyday as an important hub of the Border textile industry.

The range of services, particularly those in the higher-paid professional, scientific and technical professions, shows that, after many years of industry loss and unemployment, Selkirk is 'fighting back' with a more diverse economic base than before. However, despite its scenic natural and historic built heritage, its reputation for fine food and drink, its museums and country houses and its association with Sir Walter Scott, William Wallace and Mungo Park, the town is still underrepresented in terms of its tourist / visitor 'accommodation and food services' sector.

Selkirk has a slightly higher rate of welfare benefits dependency than the Scottish Borders average but lower than the Scottish average and the 'unemployment rate' (JSA claimants) is higher in Selkirk than the Scottish Borders average and similar to the Scottish average. Selkirk also appears to have generally higher rates of hospital admissions for the most common causes of ill-health in adults than the Scottish Borders and Scottish averages.

In terms of the Scottish Index of Multiple Deprivation (2020), Selkirk has six datazones, with widely varying levels of deprivation. The most deprived datazone is the Bannerfield area of the town to the west of the river which is within the top 20% most-deprived communities in Scotland. In particular, it has very high levels of income and employment deprivation, followed by health and crime. Two other localities: Selkirk town centre and the Shawburn road area are also slightly more deprived than average, particularly for employment and crime deprivation. In contrast, the Hillside Terrace area of Selkirk is within the 25% least-deprived localities in Scotland.

It should be noted that with significant protection afforded to the industrial estate by the new flood prevention scheme, and the redevelopment of some areas of Ettrick Riverside, new industries have been attracted and employment increased particularly in construction, financial services, retail, healthcare, call centres and professional services. There are now approximately 100 businesses in the Ettrick Riverside area employing 1,400 people. The Riverside area is a priority for future employment related development with 28 hectares of land zoned or safeguarded for further development.

## **2.3 Visitor market**

### Day Visitors

Day visitor statistics are estimated at a regional level and are therefore only available for the Scottish Borders. The figures suggest that between 2016 and 2018 there were an average of three million day visits per year to the Scottish Borders, spending on average £61million per year. Compared to 2015-2017 this is an increase of 8% on visits but a decrease of 15% on spend.

The data suggests that day visitors are most likely visiting for longer walks of over one hour and for meals out:

**Most Popular Activities Undertaken as Part of a Day Trip, Scottish Borders,  
2016-18 Average Annual Figures (000s)**



Source: GBDVS. Figures are based on very low sample sizes and incur a large margin of error. These are provided only to present a general picture of some of the main activities people engage in while on a day trip to the Scottish Borders.

STEAM data for the Scottish Borders also provides an assessment of day visitors to the area. These figures for 2009 to 2016 provide a more focused assessment looking at day visits purely as Tourism Day Visits. Tourism Day Visits are a sub-set of 3 hours+ Leisure Day Visits (i.e. in UK, lasting 3 hours or more and involving one or more of the specific activities listed below) which also fulfil two further criteria:

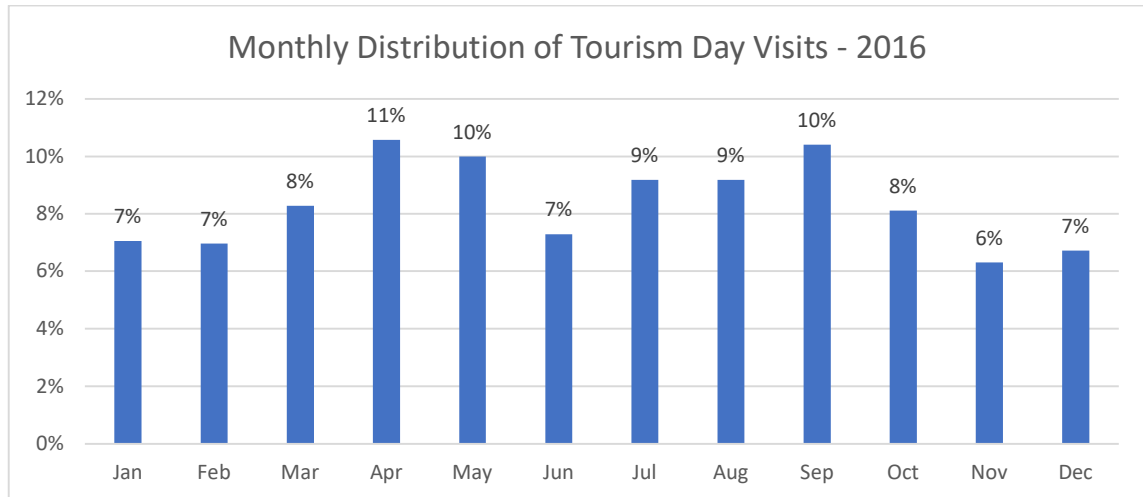
- Regularity - the participant must indicate that the visit is not undertaken 'very regularly' (i.e. not the same activity in the same place regularly)
- Place - the destination of the visit must be different from the place (i.e. city, town, village or London borough) where the participant lives.

Leisure activities included within Tourism Day Visits are:

- Visiting friends or family for leisure
- 'Special' shopping for items that you do not regularly buy
- Going out for a meal
- Going on a night out to a bar, pub and/or club
- Going out for entertainment – to a cinema, concert or theatre
- Undertaking outdoor leisure activities such as walking, cycling, golf, etc.
- Taking part in other leisure activities such as hobbies, evening classes, etc. (outside of your home)
- Taking part in sports, including exercise classes, going to the gym, etc.
- Watching live sporting events (not on TV)
- Going to visitor attractions such as a historic house, garden, theme park, museum, zoo, etc.
- Going to a special public event such as a festival, exhibition, etc.
- Going to special events of a personal nature such as a wedding, graduation, christening, etc.
- Going on days out to a beauty or health spa / centre, etc.
- Going on general days out / to explore an area
- Going on day trips / excursions for other leisure purpose not mentioned above

Based on these criteria, STEAM data for the Scottish Borders estimates that there were 1.22 million tourism day visits in 2016, a figure which has remained reasonably stable since 2009. In terms of seasonality, April is the most popular month, followed by May and September.





Source: STEAM 2016

### Tourist visitors

The Scottish Borders Tourism Strategy - Our Vision 2013–2020 aims 'to grow tourism visits and spend in The Scottish Borders, through positioning and promotion as, a sustainable, year-round destination, which capitalises on its unique geography, heritage, natural environment and people'. It recognises that tourism is a key sector of the local economy in the Scottish Borders, with an economic impact of £194 million annually, supporting approximately 4,000 jobs.

VisitScotland data for the 2016-2018 period suggests that 92% of overnight tourism trips in the Scottish Borders are made by residents of the UK (38% from Scotland and 54% from the rest of the UK). Although accounting for only 8% of trips, the overseas tourism market accounts for 10% of nights and 13% of spend. The dominant group is the 'rest of the UK' (primarily England) which accounts for 54% of trips, 65% of nights and 53% of spend.

In terms of domestic overnight tourism for 2018 the Scottish Borders had:

- 391,000 visits (a growth of 42% on 2017)
- £70 million spend (a growth of 19% on 2017)
- 1,228,000 nights (a growth of 51% on 2017)
- Average length of stay of 3.1 nights (a growth of 6% on 2017)
- Average spend of £57 per day (a decrease of 21% on 2017)
- Average spend of £179 per visit (a decrease of 17% on 2017)

Domestic visits were approximately 41% from Scotland, 57.5% from England and 1.5% from Wales.

In terms of trip characteristics, domestic trips were mostly:

- 1-3 nights (68%) – 27% were 4-7 nights and 5% were 8+ nights
- For holiday (73%) – 21% were VFR and 6% for business
- In October to December (37%) – 18% were January to March, 19% were April to June and 26% were July to September

Interestingly, the 2016 VisitScotland data also noted that:

- 86% of visitors used a car for the longest part of their journey (3% the train and 2% coach tour)
- 15% of nights (101,000 nights) were spent camping or in a caravan

The international market shows an even stronger performance during 2018, compared to 2017, with:

- 30,000 overseas visitors (a growth of 41% on 2017)
- £10 million spend (a growth of 79% on 2017)
- 122,000 nights (a growth of 105% on 2017)
- Average length of stay of 4.1 nights (a growth of 45% on 2017)
- Average spend of £81 per day (a decrease of 13% on 2017)
- Average spend of £332 per visit (a growth of 26% on 2017)

In terms of trip characteristics, overseas tourism trips were mostly:

- 8-14 nights (35%) – 12% were 1-3 nights, 21% were 4-7 nights and 32% were 15+ nights
- For holiday (70%) – 24% were VFR and 5% for business
- In July to September (47%) – 11% were January to March, 25% were April to June and 17% were October to December

Interestingly, the main overseas markets vary considerably year on year:

- For the 2014-2018 average they were Netherlands and Germany followed by Australia, USA and then France
- In 2016 they were Italy followed by Germany and Canada, then Spain and Sweden

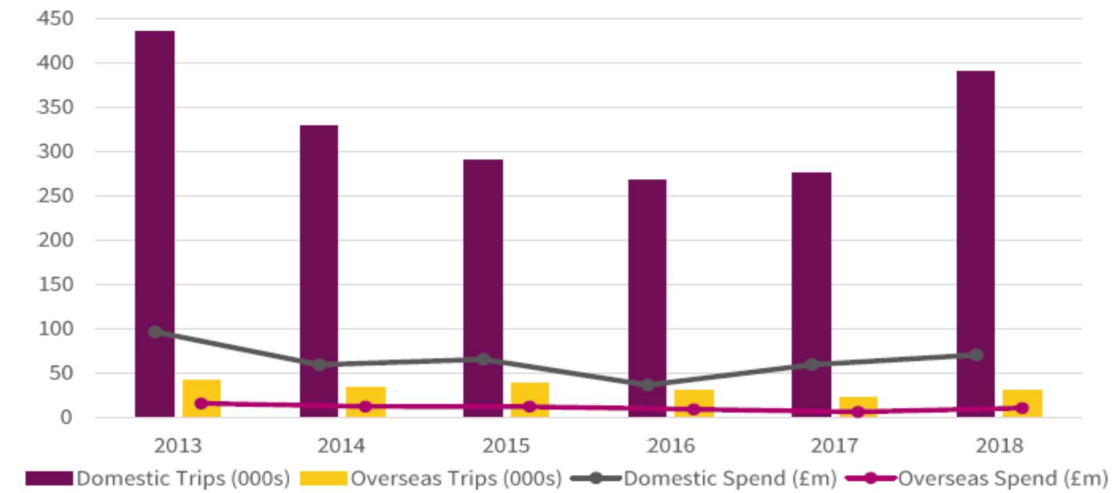
It is also interesting to note that these differ from Scotland as a whole which for 2016 were dominated by the USA and Germany

The 2015 VisitScotland Visitor Survey provides a good overview of tourist visitor characteristics and interests. It notes that visitors to the Scottish Borders were:

- Primarily (two-thirds) attracted to visit the Scottish Borders because of the scenery and landscape
- Also interested in the history and culture of the area (just under half of visitors) and looking to get away from it all (34%)
- Attracted by the range of activities available in the area (32%)
- Mostly sightseeing by car, coach or on foot (72%)
- Visiting a historic house, stately home or castle (just under three fifths) or a cathedral, church, abbey or other religious building (53%)
- Keen on the outdoors with short walks mentioned by over half of visitors and long walks, rambles or hikes by 43%
- Although a third of visitors stayed in hotels, just over a quarter stayed in B&Bs and guest houses and 23% in self-catering accommodation, some 18% stayed in touring caravans or motorhomes – the highest proportion of visitors of any area in Scotland

It is important to note that although 2018 showed a significantly improved tourism picture compared to 2017, the trend over the previous four years has been of decline and the 2018 figure, although good, is still short of the 2013 figures. However, more recent 2019 figures show further growth on 2018 showing signs for pre-pandemic optimism.

**Domestic and International Overnight Tourism, 2013-2018**



Sources: GBTS, IPS.

Again for comparison, the Scottish Borders STEAM data (for 2009 to 2016) is useful as the figures show that:

- Total visitor days (day and staying visitor days) have declined from a peak of 3.88 million in 2009 to 3.58 million in 2014, although this downward trend was reversed with 3.80 million visitor days in 2016
- Total visitor numbers (day and staying visitors) peaked at 1.95 million in 2009 and 2010, decreasing to 1.79 million by 2015 and then increasing to 1.86 million in 2016
- Employment (total), measured in FTE's, peaked at 4,781 in 2010 before falling to 4,572 in 2014, but increased back to 2010 figures in 2016
- Overnight visitor numbers have fallen from 678,620 in 2009 to 636,400 in 2016
- The economic impact of tourism, in real terms, declined from a peak of £205.64 million in 2009 to £192.04 million in 2014, although it increased to £204.23 million in 2016

## 2.4 Local traffic data

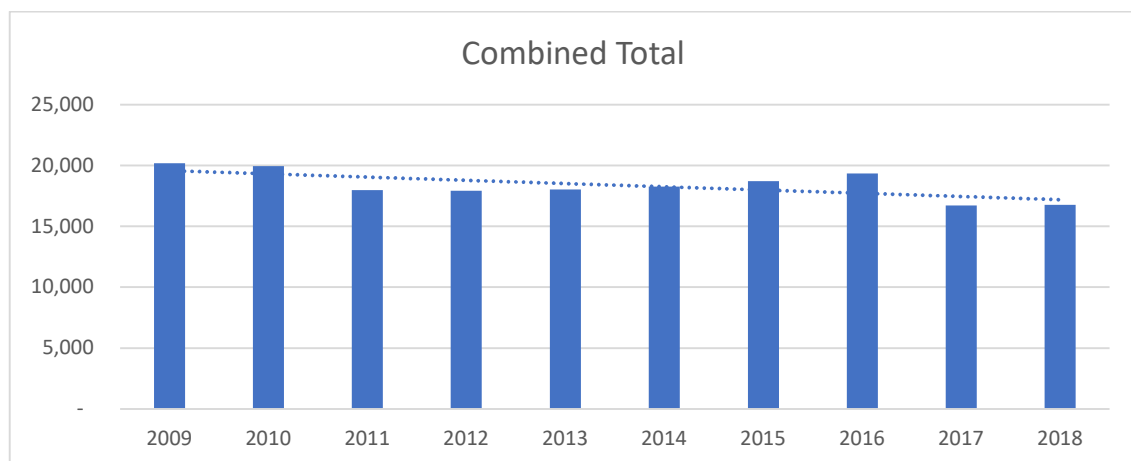
Traffic data sites measure traffic levels entering and exiting Selkirk at three different points:

- Point 20880 – on the A707 measuring between the A708 and A7 junctions
- Point 10716 – on the A7 measuring between the A707 and the B7014 Dunsdale Haugh junctions
- Point 40714 – on the A7 measuring between the A699 and the A707 junctions

These Department for Transport counters produce data for the Annual Average Daily Flow (AADF) which give the number of vehicles that will drive on that stretch of road on an average day of the year.

It should be noted that AADF figures are derived from a combination of manual counts (between March and October) and automatic traffic counts (continuous) with expansion factors applied to produce annual totals and daily averages for different vehicle types. In general, the traffic data should be considered indicative rather than exact, but is nevertheless a good indication of traffic levels for Selkirk.

The figures for the combined totals of all three monitoring points for all vehicles in both directions show a gradually decreasing trend in traffic coming into and out of Selkirk over the last ten years. It should be noted that these will duplicate a single vehicle passing through Selkirk (i.e. passing two counts) or entering and exiting via the same route. The actual number of vehicle journeys will therefore be less than half of this figure.



Source: <https://roadtraffic.dft.gov.uk/local-authorities/33> with analysis by RRHC

Looking in more detail at the last two years with a breakdown of counters, direction of travel and vehicle types the data suggests that:

- Counter point 40714, on the A7 measuring between the A699 and the A707 junctions, measures the busiest traffic flow overall and mostly in a westerly direction (over 4,000 vehicles per day travelling west and just over 3,000 travelling east)
- Counter point 20880, on the A707 measuring between the A708 and A7 junctions shows a high number of pedal cycles and motorcycles and relatively few LGVs/HGVs and buses
- The figures suggest that most pedal cyclists travel west along the A707 (and onto the A708) while most motorcyclists travel east. This is supported by the higher number of motorcyclists leaving Selkirk either north or east by the A7 routes
- Just looking at vehicles travelling into Selkirk in 2018, the combined figures for each counter point suggest a total of 8,763 vehicles per day, of which 6,784 are cars

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Selkirk Means Business in partnership with the Haining Trust

| Counter Pont | Year | Direction of Travel | Pedal Cycles | Motor-cycles | Cars and Taxis | Buses / Coaches | Light Goods Vehicles | All HGVs | All Motor Vehicles |
|--------------|------|---------------------|--------------|--------------|----------------|-----------------|----------------------|----------|--------------------|
| 10716        | 2018 | N                   | 7            | 14           | 2,045          | 48              | 499                  | 107      | 2,713              |
|              |      | S                   | 5            | 11           | 1,998          | 39              | 524                  | 125      | 2,697              |
|              | 2017 | S                   | 5            | 11           | 2,005          | 41              | 501                  | 123      | 2,679              |
|              |      | N                   | 7            | 13           | 2,052          | 50              | 476                  | 106      | 2,697              |
| 40714        | 2018 | E                   | 2            | 14           | 2,516          | 42              | 567                  | 143      | 3,281              |
|              |      | W                   | 3            | 10           | 3,205          | 44              | 696                  | 154      | 4,108              |
|              | 2017 | W                   | 3            | 9            | 3,216          | 45              | 664                  | 152      | 4,086              |
|              |      | E                   | 1            | 13           | 2,525          | 43              | 541                  | 141      | 3,263              |
| 20880        | 2018 | E                   | 9            | 44           | 1,581          | 19              | 280                  | 34       | 1,958              |
|              |      | W                   | 15           | 36           | 1,617          | 24              | 273                  | 47       | 1,998              |
|              | 2017 | E                   | 8            | 44           | 1,599          | 21              | 275                  | 33       | 1,972              |
|              |      | W                   | 14           | 36           | 1,635          | 27              | 268                  | 47       | 2,013              |

Source: <https://roadtraffic.dft.gov.uk/local-authorities/33> with analysis by RRHC

Note: blue indicates inward travel and orange indicates outward travel

## 2.5 Car park survey findings

An observational and face to face car park survey was taken in Selkirk over 8.5 days between Monday 28<sup>th</sup> June (pilot testing morning and Sunday 11<sup>th</sup> July 2021. The surveys were undertaken by members of Selkirk Rotary Club following a training session and covered 9am to 5pm over each day of the week with two Saturdays, one of which was a Farmers Market Day.

The car parks covered where Halliwell's, the Market Place and the Haining with observational counts every 30 minutes and face to face surveys on an ad-hoc basis where possible at Halliwell's only. In total, there were approximately 135 vehicle counts per car park and 33 face to face interviews at Halliwell's car park.

The full summary of the surveys can be found in Appendix B. The face-to-face survey provides a snapshot only and should not be regarded as statistically reliable, while the observational survey is sufficiently robust to draw conclusions over the data as a whole (although not for any single day).

Key findings from the face-to-face survey include:

- Almost half of Halliwell's car park users are from within Selkirk (45%) and almost one if five (18%) are from out with the Scottish Borders.
- The most popular reason for parking is shopping (38%) followed by almost 30% (29%) who were on a tourist visit or day out.
- Around 10% of respondents park for either work or residential parking
- While 15% of people use the car park daily, 1/3 use it 1 to 3 days per week and most (39%) use the car park less often than monthly
- Most (1/3) of people use the car park for either 30-min to an hour or 1 to 2 hours. Almost 10% park all day with the same again for half a day
- For almost 7 out of ten people (69%), Halliwell's car park has been too busy in the past to find a parking space. Quantifying this answer demonstrated the

frequency with people regularly stating '10 times' 'most weekends' or '3 or 4 times per week'

- Only 6% of people interviewed said that they had always managed to find a car parking space in Halliwell's
- Most people (60%) also use on street parking and 30% use the Market Place
- Almost  $\frac{3}{4}$  (73%) of car park users feel that Selkirk needs more off street car parking

Key findings from the observational survey include:

- Halliwell's car park operates at an average occupancy of 81%
- Maximum capacity was achieved at Halliwell's 6% of the time for non-disabled spaces, 20% of the time for disabled spaces and 5% of the time for EV charging, however, 90% capacity or more was reached at Halliwell's for 42% of the day between 9am and 5pm on average
- Halliwell's is primarily used by cars, an average of 60.4 cars at one time, followed by vans (3) and large 4x4s (1.5). Motorcycles and campervans also both use Halliwell's but in a more limited capacity (on average only 0.1 vehicle for each at any one time)
- Halliwell's is busy throughout the day with limited hourly or daily peaks / troughs, although it is quietest at the start and end of the day
- On particularly busy days there is considerable illegal parking outside of the designated parking bays as well as cars entering / exiting without finding a space
- The Market Place car park operates at an average occupancy of 85%
- Maximum capacity is achieved at the Market Place 44% of the time for non-disabled spaces and 33% of the time for disabled spaces between 9am and 5pm on average
- Halliwell's is primarily used by cars, an average of 5.9 cars at one time, followed by vans (0.5) and large 4x4s (0.4). Motorcycles also use the Market Place (0.2 on average at any one time)
- The Market Place is also busy throughout the day with limited hourly or daily peaks / troughs, although it has very variable / lower use on Mondays and Sundays when most shops and services are closed
- Observations of particular note at the Market Place include:
  - Motorcycles using car parking spaces (in addition to m/c parking)
  - The misuse of disabled parking bays
  - A high turnover of vehicles (shorter stay parking)
  - The regular parking of Council vehicles on the pavements next to the car park
  - A desire amongst some to pedestrianise the Market Place
- The Haining car park operates at a lower average occupancy of 34% with maximum capacity (10) never reached on the survey days
- The Haining car park is primarily used by cars, an average of 3.2 cars at one time, followed by large 4x4s (0.2)
- Use varies considerable hour by hour and daily without pattern although it is clearly busiest on Sunday
- Observations of particular note include the lack of signage to this car park meaning that visitors do not know it's here or that they can park there. It is a car park for locals only at present

It is important to notice that the surveys targeted users of the car parks, both in the face to face and observational surveys. They do not take into account visitors to or users of Selkirk who do not use these car parks or the potential visitors who don't even try to find parking or visit Selkirk. The 56<sup>0</sup> Degree Insight survey (summarised later in this report) notes that of those completing the survey, 5% never visit Selkirk and 18% visit less often than once a month. There will undoubtedly be a large potential market beyond those already using / or trying to use the car parks in Selkirk.

### **Future need**

Taking this analysis forwards, it is clear that Halliwell's and the Market Place car parks are frequently operating at or beyond capacity and that the Haining car park is little known or used by those outside of Selkirk.

In order to cope with existing demand, Halliwell's needs to be expanded. To cater for current use the car park needs to be able to address the seven out of ten people (69%) that have experienced the car park being too busy to find a parking space ('most weekends' or '3 or 4 times per week') and that capacity is at 90% or more for 42% of the day between 9am and 5pm on average, while disabled parking is at capacity for 20% of the time.

It is difficult to be accurate on expansion requirements without a more in-depth car movement survey over more days, including the counting of cars unable to park at peak times. However, as an estimate, it is suggested that the car parking should be increased by at least 25% (20 spaces) to cope with existing demand plus a doubling of disabled spaces (to 4). It is also clear that additional motorcycle parking is required to cope with current demand as well as parking for larger / longer vehicles. These additional 20 spaces may, however, still be insufficient to cope with Farmers Market Days or busy craft fair days but are likely to be able to cope with most normal busy days.

However, this will not address capacity for future growth and allow / encourage tourism / visitor growth. In order to create sufficient spaces to enable both local business growth use and encourage easy, accessible parking for visitors to Selkirk it is recommended that the above both growth figure is doubled, again this is a very rough estimate based on the data available at this stage. A car park expansion of around 40 spaces with additional motorcycle, disabled and larger vehicle parking as well as more EV charging points are may be considered appropriate to cater for both current demand and future growth.

The issue of pedestrianizing the Market Place has also been raised through the course of undertaking the onsite surveys. This would of course remove a further eleven car parking spaces, including two disabled spaces which would need to be included in the above Halliwell's overspill car park. It would be suggested that a more in-depth monitoring survey is undertaken during the project development stage to determine if Market Place pedestrianisation is viable, however, at this stage it is likely that this may be accommodated within the additional parking provision proposals presented later in this report. Note that plans or costs for any alterations to the Market Place are not included in this study.



## 2.6 Conclusions

Based on the market appraisal, key points to note for Selkirk include:

- The resident population has a high proportion of older people and some significant areas of social and economic deprivation
- Day visits are stable or slightly increasing with most people visiting for longer walks and eating out, particularly in the shoulder seasons with peak months in April and September
- Tourism visits are predominantly domestic (92%) and are generally declining in the Borders area over the last decade
- Overseas visitors are relatively few in the area and vary considerably year on year in terms of origin
- The tourism data suggests a reasonably strong market for campsites in the area
- Road traffic data suggests declining visits to Selkirk over the last decade
- Traffic data also suggests that most pedal cyclists travel west along the A707 (and onto the A708) while most motorcyclists travel east
- Halliwell's and Market Place car parks are frequently operating at or beyond capacity and they are most likely both stifling business trading and hindering tourist / visitor growth in Selkirk on busy / peak periods
- Although it is difficult to be specific with the available data, it is suggested that an additional 20 spaces may be needed to cope with current demand, a further 20 spaces for future growth and around 10 spaces to enable the possible future pedestrianisation of the Market Place (the pedestrianisation of the Market Place has been suggested by members of the public late in the study and is not included in our proposals, beyond perhaps enabling capacity within the car park expansion)

## 3.0 Options Appraisal

### 3.1 Character and constraints

#### The Haining designed landscape

The development of the Haining estate's designed landscape was the subject of a Conservation Management Plan (CMP) by Peter McGowan Associates, commissioned by The Haining Conservation Trust (funded by HES). The CMP focused on the core area of the estate owned by the Trust, with the parkland and outer areas considered in less detail. The CMP includes a detailed historical account of the social and physical changes within the designed landscape from the 12<sup>th</sup> century to 2015. The CMP prescribes conservation policies and proposals for the core area owned by the Trust, which includes the parkland between the mansion house and Lang Dykes, which is the focus of our study.

The text below is a summary (from the 2015 CMP) of the later development of the Haining estate to provide some context to the more detailed exploration of the development of the parkland area which lies to the west of the north or 'town' drive and Long Close also known as Lang Dykes, abutting the town.

The most striking topographic characteristics of the Haining are the proximity of the estate designed landscape to the town centre. Selkirk occupies a sloping site rising north-eastward, with The Haining abutting the historic town centre to the south. However, due to a combination of rising ground, and a wooded ridgeline, both the mansion house and loch are hidden from view and concealed from the town's centre. Therefore, a first-time visitor could easily miss what could be considered the town's best kept secret.

Since at least the 15<sup>th</sup> century, the Haining estate has coexisted with the ancient burgh of Selkirk. The Haining estate was laid out in a picturesque manner, with a small loch and mansion house at its centre. The area owned with the house today includes the loch and woodland belt surrounding the loch, land between the house and the town, and a broad strip of land along the former west drive. However, the estate extends further west and south, and once covered an area of 1,240 hectares, or 3,070 acres. Analysis of historical maps confirms the landscape has evolved from a functional landscape of agricultural enclosures in the mid-18<sup>th</sup> century, to a 19<sup>th</sup> century landscape with a picturesque core, adjoining hillside parkland and wooded enclosing hillsides, intricately related to the site's complex topography.

The estate includes the A-listed three-story house of circa. 1795. The 'current' house was preceded by an earlier Georgian House, which burned down in 1944, having served as the kitchen and servants' quarters to the 'new' house. It is thought that the Georgian House was preceded by an earlier structure, a tower house or house which stood on this site during the 15-17<sup>th</sup> centuries.

The 'new' mansion house was initiated by Mark Pringle of Haining in 1794 and substantially altered c.1820 to realise the elegant Palladian mansion house which we admire today. The screen wall and gated entrance enclosing the north court was added at this time, as were the marble statues which face over the loch.

In addition to the Palladian mansion house, the estate includes the A-listed stables and B-listed north gate c.1825 attributed to architect John Smith. The curved façade to the stables south block further enhances the composition of the house when viewed from the loch.



*Photograph of The Haining Selkirk by Samuel E. Poulton, date unknown, assumed early 1900's, © National Galleries of Scotland*

On Peel Hill, a short distance to the north-east of the mansion house, is the site of Selkirk Castle, designated

a scheduled monument. Peel Hill is what remains of a motte and bailey castle constructed before 1119 and rebuilt as a 'pele' or peel by Edward I in 1302. The nearby battle of Philiphaugh in 1645 represents the final battle of the Marquis of Montrose's Royalist campaign. Philiphaugh was a major defeat for the Scottish Royalist army in the wars of the Three Kingdoms. The site of the former Selkirk castle, known as Peel Hill, sits on a NNE-SSW ridgeline, now clothed in woodland. The mansion house was also sighted on this ridgeline, slightly to the west, with the house sitting on the north side of the loch.



*Roy's Military Survey of Scotland (Lowlands)*

The first map to show the Haining in detail is Roy's Military Survey. The Roy Military Survey of Scotland was drawn up between 1747-55 by William Roy. Known as the 'Great Map' Roy's survey represents a uniquely important cartographic record of the Scottish mainland at a time when the landscape was beginning an era of rapid change.

Analysis of Roy's map shows a house in red, labelled Haining to the north of the loch of the same name, Haining Loch, with field enclosures to the west and north between the house and the town. The site of Selkirk Castle on Peel Hill can be made out to the north-east of the house. The approach to the house is from Selkirk, via. a drive which curves to the east of Peel Hill. Topographical features such as the Clock Sorrow burn which drains the loch can be seen to the west of the house, as can Lang Dykes, which appears as a double red line bounding the Haining and Selkirk. The use of a red line would likely indicate that there were masonry walls to both sides of Lang Dykes at that time. The crucifix shape enclosed within a square, between Lang Dykes and the town centre represents Auld Kirk.

It is worth noting that c.1750 the only approach to the Haining was from Selkirk itself, along Castle Street, and that the west and north or 'Town' drives did not exist at the time.

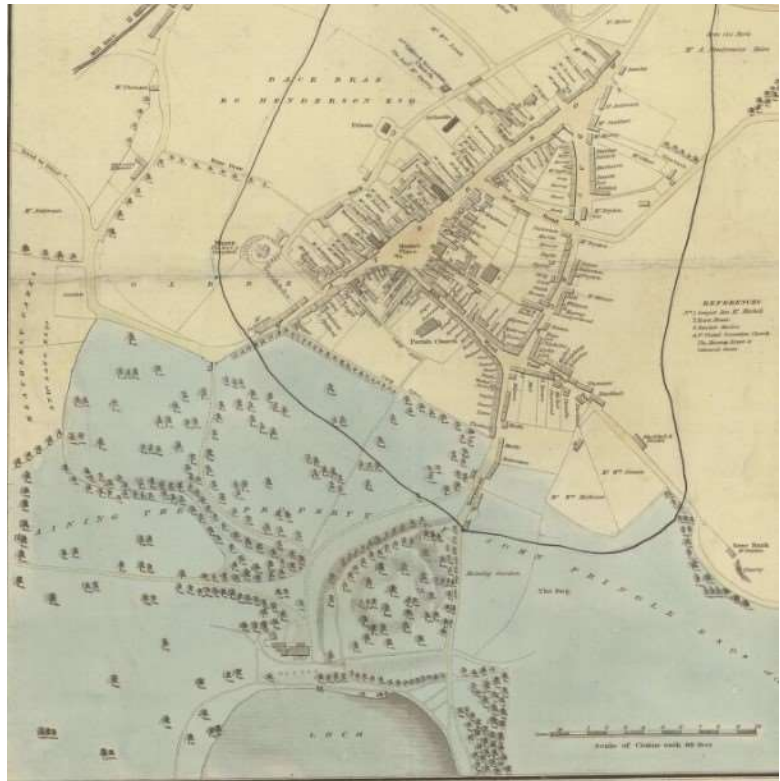
The John Scot survey plan of the Haining estate at the time of John Pringle, dated 1757, re-drawn by Craig Brown in 1896, includes the south frontage of the Georgian house prior to remodelling by Archibald Elliot c.1820. The estate plan names field enclosures between the house and West Port as 'Chicken Acre'. Consistent with Roy's Military Survey, the approach to the house is from Selkirk's Castle Street, skirting to the east and south of Peel Hill.



*View of Haining House by Lawrie, 1799*

John Wood Town Plan of Selkirk accompanied Woods Atlas, an early guide for travellers, which included a plan, historic description and recommended accommodation and places of interest.

As seen on Woods Plan, by 1820's the field compartments have been removed and replaced with a picturesque landscape comprising parkland trees and tree lined drives in keeping with the remodelled Palladian mansion house. Lands owned by John Pringle have been coloured blue. The Wood plan depicts the new approach drives to the house for the first time.



*Plan of the Town of Selkirk, John Wood, published 1823*

These include North Drive and associated lodge and entrance, a new approach from Selkirk which passes to the north of Peel Hill to connect with the North Drive, and the west approach drive. In addition to the drives, which were suitable for use by carriages, a path dissects the parkland to link Haining house with the Parish Church. A tree belt has been planted to the walled boundary where the parkland meets the town. North Drive has been planted up with trees. Clock Sorrow burn has been planted up as a woodland. Peel



Hill has been planted up with trees in an informal style. The Lime tree lined walk can also be made out curving around the north side of Peel Hill.

The OS 6-inch and 25-inch town plan map series map are the first truly accurate representation of the physical features within the landscape. The Haining is shown in considerable detail for the first time. The use of a greyed tone represented the parkland policies, a term used to define privately owned estates. The use of a solid line to enclose tree belts and woodlands indicates a physical feature, probably a masonry wall or metal strap 'estate' fence line. Therefore, the continuous solid line extending from the screen wall enclosing the north court along the lime tree walk as far as Castle Street, where it returns along the former entrance drive along the full extent of the walled garden. This demarcation, most probably by an estate strap fence, nevertheless 're-claims' Peel Hill, possibly due to the proximity to the town, as being within the privately owned Haining designed landscape.



*Ordnance Survey 6-inch 1<sup>st</sup> edition, Sheet XIII surveyed 1858-9 published 1863*

The North, West and East approach drives remain, as does the path crossing Chicken Acre parkland to the church. The parkland boundary along Long Close, later Lang Dykes, has in part been planted with a narrow shelter belt, to the north of the cross path, and a row of trees planted along the boundary wall to the south of the path. The OS 1<sup>st</sup> edition indicates the irregular planting of parkland trees recorded in 1820 by Wood. The dashed line running along Lang Dykes represents the Royal Burgh Boundary.

The Ordnance Survey published large scale Scottish Town Plans between 1847-95. Selkirk was surveyed in 1865 at a scale of 1:1056. Sheet XII 31 records the town boundary named Long Close in detail. Contours were recorded at 10 metre intervals. Permanent survey stations known as benchmarks, were carved into immovable objects, and were formed at regular



*Photograph of North Lodge and North or Town gate, assumed early 20<sup>th</sup> century*

intervals along the length of the estate boundary wall. The gate entrance at the termination of the path crossing Chicken Acre parkland is recorded, as are the North gate and Lodge, and East gate and lodge in detail.



OS 6-inch 2<sup>nd</sup> edition, Sheet XII N.W. published 1900 (left) and OS edition published 1933 (right) side by side comparison

The OS second edition dated 1900 reflects little substantive change from the 1<sup>st</sup> edition series published in 1863. The exception being the 'loss' of the path crossing Chicken Acre policy parkland. Again, a subsequent map published in 1933 reflects no discernible change in the intervening period.

It is known that the Haining was requisitioned by the army around 1940. There are accounts of accommodation huts being built on Peel Hill. Indeed, concrete lintels from the dismantled huts still litter Peel Hill. Whilst there are no detailed maps to record changes within the landscape from the mid-20<sup>th</sup> century onwards, the advent of aerial photographs, initially as reconnaissance surveys, provide an invaluable source for documenting changes which took place.



Analysis of aerial photographs reveal that the parkland known as Chicken Acre was planted up with commercially grown conifers at some time in the mid to late 20<sup>th</sup> century.



*Aerial photograph dated 1991, unknown source – The mature plantation as captured in a wintery scene taken in 1991.*

*Aerial photograph dated 1983 copyright RCHAMS aerial photography*

The planting up of Chicken Acre with commercially grown conifers removed all but two of the broadleaf parkland trees recorded on historic maps. The harvesting or felling of the fir trees is thought to have taken place around 2000.

The track formed during the planting and subsequent felling of the fir trees can be made out in both the 1980's and 2000's aerial images.

Chicken Acre was planted with tree saplings following a successful grant award from Forestry Commission Scotland in 2007. A new entrance was formed within the estate boundary wall to link the town's car park, known as the Town Centre gate. This pedestrian entrance enables visitors and townsfolk to access the Haining estate directly from the West Port, also known locally as Halliwell's car park. A new link path was formed from the Town Gate to the existing forestry track, and information and interpretation boards installed within Chicken Acre at path entrances and junctions around 2011 by The Haining Trust as illustrated in the series of photographs below. A maintenance and thinning program was produced but has not been implemented.



*Oblique aerial image from Google maps, date assumed early 2000's.*





Left photograph of new Town Gate entrance, copyright Jim Barton. Centre photograph of Having estate information board, copyright Jim Barton. Right photograph of newly planted saplings, unknown author, date unknown, assumed 2007.

### **Opportunities, constraints and planning issues**

Both Rob Robinson (RRHC) and Matt Benians (MBLA) undertook a joint site walk to familiarise themselves with Selkirk town centre, and the Haining estate. The purpose of which was to inform themselves about the existing car parking provision within Selkirk and identify alterations and adaptations of existing car parks and identify candidate sites for potential car parking provision.

Two existing car parks were identified for alterations and adaptations. Namely the Town car park, also known locally as Halliwell's due to the proximity of Halliwell's House Museum, and the former Sainsbury's car park located to the north of the town centre, between Scott's Place and Chapel Street.

#### Former Sainsbury's car park

The former Sainsbury's car park is accessed from Chapel Street with a pedestrian access on Scott's Place. Until 2019, this was the site of a Sainsbury's supermarket and car park. Since the supermarket's closure, drivers have continued to use the private car park from where it is a short 5-minute walk along High Street to the town centre and the toilets (there are no toilets at the car park).

At present the car park accommodates 18 dedicated parking spaces in total, which includes one designated parent and child and one accessible parking space. The car park accommodates a dedicated recycling area, comprising one clothes container, one Euro-bin, one brown glass, two green glass and two clear glass recycling bins and one aluminium/tin recycling bin. The car park comprises a level area, surfaced in a dense bitumen macadam metalled surface, with painted markings.

There is an existing low-level rendered masonry wall to the Scott's Place frontage, with semi-mature Maple tree within hardstanding. The east boundary comprises a mix of residential building lines and a whinstone masonry boundary wall and painted brick wall with piers to demarcate rear garden plots. The south boundary to Chapel Place is open. The west boundary comprises a brick wall in retention, surmounted by a timber panel fence to 42 Chapel Street. The former Sainsbury's supermarket, now a vacant building has been constructed along part of the west boundary with numbers 111 and 113 Scott's Place.

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The existing building is mostly two stories in height, rising to three at the south-west corner. The superstructure is thought to be of masonry construction. The building footprint amounts to 380 square meters.

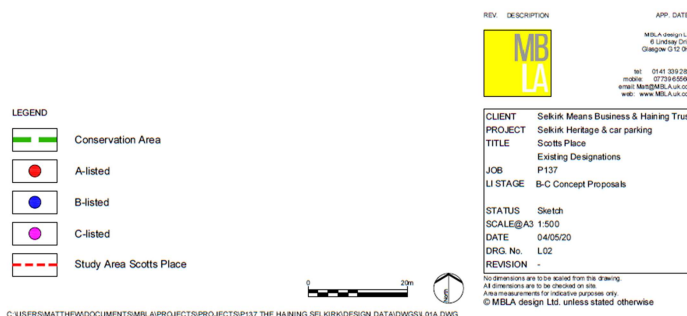
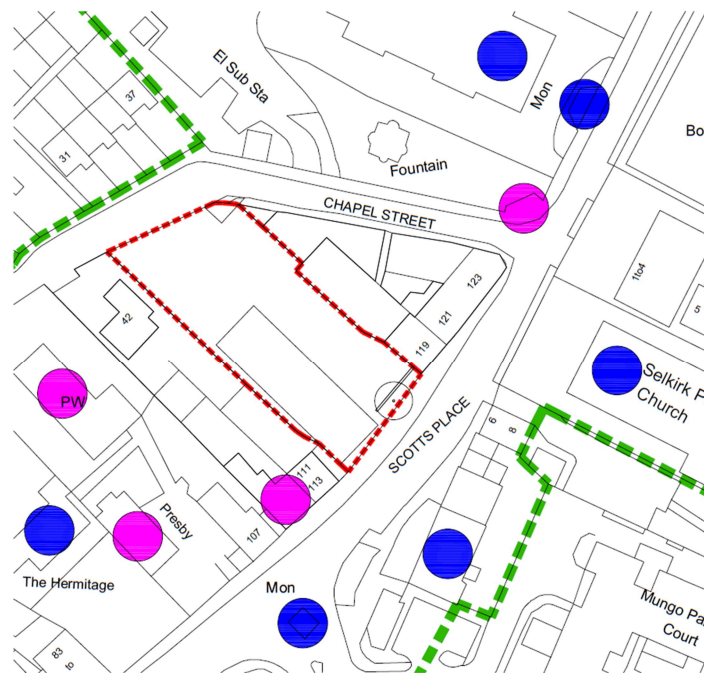


Scott's Place



Chapel Street

The Sainsbury's car park lies within the Selkirk Conservation Area (CA). The Selkirk CA includes the historic core of the town and retains many distinct townscape characteristics, including Market Place, the 18<sup>th</sup> century church ruin, the Sheriff Court building, monuments, and statues. A characteristic feature being the building lines hard to the footpath. Most buildings are constructed in red or cream sandstone, or whinstone with slate roofs. In 2012 the Selkirk CA included 84 listed properties.



### Halliwell's car park

Halliwell's car park (also known as West Port car park) is accessed from West Port and includes paid entry public toilets. The entrance into the car park is a sharp right-hand turn, depending upon direction of travel, immediately adjacent to the Market Place junction. The car park is signed in both directions and brown 'tourist' signs direct visitors to Halliwell's Museum and Scott's Courtroom. The entrance road is initially wide enough for two vehicles to pass in opposite directions, however, it narrows towards the car park, which requires vehicles exiting the car park to give way to incoming vehicles.

The car park accommodates 85<sup>1</sup> dedicated parking spaces, which includes two accessible parking spaces and two electric vehicle charging spaces. The car park comprises an upper and lower area and is surfaced in a dense bitumen macadam metallised surface, with painted markings. The car park has a pronounced cross fall across its width which is steepest on the west Lang Dykes boundary. The upper car park has a gradient of 1 in 12.5 or 8% on the west boundary. The lower car park has a gradient of 1 in 8.5 or 12%. To put this in context the British Standard concerned with accessibility BS3800-01:2018 Design of an accessible and inclusive built environment, prescribes a maximum gradient of no more than 1:20. Therefore at 1:12.5 the cross fall within Halliwell's upper car park is almost double the recommended gradient.

The parking bays within the upper car park are arranged in a diagonal configuration which is reliant upon one-way vehicle movement. The lower car park parking bays are arranged perpendicular to the access road, which necessitates wider access to accommodate two-way traffic. The disadvantage of a diagonal parking configuration is the safety of pedestrians when vehicles are reversing out of parking bays. As the driver is 'blind' until the vehicle has reversed at least half its length due to the 'blind' spot created by adjacent vehicles. Perpendicular parking bays allow for drivers to reverse vehicles into spaces, thus removing the potential for accidents when driving forwards out of spaces. The exception being drivers who park front on, and therefore encounter the same 'blind' spot when reversing out of a bay. To reduce/mitigate the likelihood of accidents, a major Scottish charity with hundreds of sites nationally, have been considering introducing reverse parking only at their properties.

Existing statutory designations at The Haining includes the Selkirk Conservation Area (CA) which bounds the site at the Town car park.

The Haining is included in the inventory of Gardens and Designed Landscape inventory site Ref. GDL00362. The inclusion of a garden in the inventory means that a site's cultural significance can be taken into account in the planning process. Therefore, Historic Environment Scotland (HES) as keepers of the inventory were consulted by the consultant team regarding the proposals to extend Halliwell's car park into The Haining.

Sites included in the Inventory of Gardens and Designed Landscapes in Scotland, compiled, and maintained by Historic Environment Scotland, are considered to be of national importance.

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<sup>1</sup> In practice there are 84 spaces including two EV charge points and two disabled parking  
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September 2021

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September 2021

value-based criteria where HES has assigned a value for each on a scale ranging from outstanding value to no value.

The Haining designed landscape has been assigned the following levels of importance:

- Artistic Interest – Some
- Historical – Some
- Horticultural – Little
- Architectural – Outstanding
- Archaeological – Outstanding
- Scenic – Some
- Nature Conservation – Some

For further information please refer to the inventory of Gardens and Designed Landscape inventory site Ref. GDL00362.

In addition, the site is located within the Battle of Philiphaugh Battlefields Inventory Boundary, site Ref. BTL14. Therefore, Historic Environment Scotland (HES) would need to be consulted about any proposals to extend Halliwell's car park into the Battlefields inventory site. Further, the site is nearby, and visible from the nationally important Scheduled Monument site of Peel Hill, motte and bailey castle, Selkirk site Ref. SM2967.

### **Heritage considerations**

As evidenced through analysis of historical maps, the area known as Chicken Acre, which extends from Lang Dykes walled boundary to the Haining Burn and the lower slopes of Peel Hill, was originally laid out as a parkland with solitary trees to the interior, and tree rows to the perimeter boundary walls and North Drive. However, at some time in the mid to late 20<sup>th</sup> century the character of the parkland was dramatically altered when Chicken Acre was planted with commercially grown conifers. At some time in early 2000's the conifers were felled and the area planted up with native trees. In 2013, the Town Gate pedestrian opening was formed within the estate boundary wall to link the town's car park with the Haining estate. Historically there had been a gate entrance further up Lang Dykes to link the house and church as depicted on (1823 Wood Town Plan and 1863 OS 1<sup>st</sup> edition 25" and 1865 OS Town Plan series).

The Haining North or Town gate and policy walls are Category: B-listed Ref. LB40576. The entrance gates were designed by John Smith c.1825, who was also responsible for the stables.

Therefore, one of the major considerations when considering extending the town's car park into the Haining is the necessary widening of the existing pedestrian opening, together with the forming of a second opening within the estate boundary wall of sufficient width to accommodate vehicles. The other considerations being whether the introduction of a car park within 'Chicken Acre' either as an extension of Halliwell's car park, or a stand-alone car park is detrimental within the context of an historic and designed landscape setting.

As previously stated in section 3.1 the development of the Haining estate's designed landscape was the subject of a Conservation Management Plan (CMP) by Peter McGowan Associates, Edinburgh commissioned by The Haining Conservation Trust and funded by Historic Environment Scotland.

Section 2.3 Zones of distinct landscape character (CMP pg.7) illustrated on Figure 3, identify zones of distinct landscape character. Zone 3 Chicken Acre is described as *'dished south-west-facing slopes lying between the walled town boundary and zone 1 with the wooded Clock Sorrow and Town drive along the south-west side. Large mature trees along the drive and two veteran trees on the north, but mostly former parkland now stocked with native broadleaves and new loop path through the area linking with the town centre car park'*. (CMP pg.9) – The slopes are in fact north-west-facing.

There are no recorded archaeological features within zone 3, however, the principal area of archaeological interest 'Peel Hill' lies immediately to the north. Built features within or adjacent to Chicken Acre include B16 former building, B17 Town Gate, B20 Town Centre gate, B21 Former gate(s) and B26 Estate walls. Circulation features include C01 North drive main approach, C08 Lady's Walk circuit, C10 Chicken Acre paths. Planted features include P05 Clock Sorrow/Haining burn, P06 Town Gate entrance, P07 North Drive north side, P08 Chicken Acre and P09 Lady's Walk lime avenue.

The CMP describes the planting of Chicken Acre as *'An area lying north of North drive as far as the estate wall that was formerly typical open parkland with a few scattered parkland trees, as seen on 19th century OS maps; latterly stocked with commercially-grown conifers (as recorded in the Inventory in 1987). Now planted with young mixed broadleaves dominated by birch, with a path looping through the area with a link to the town centre car park. On the west a large coppice oak – the 'Laird's Oak' as noted in the Inventory in 1987, thought to be the oldest tree on the estate – and a pollarded horse chestnut remain from the former parkland planting, with further sycamores (not old) close to the north wall'*. (CMP pg. 49)

Importantly the CMP recognises the detrimental effect of planting up the former open parkland character as follows *'The woodland planting here changes the character of this space that is important in the approach to the Haining, creates a visual barrier between the town and house area, and already blocks valuable views, including from the path and East drive westwards over the Ettrick valley, an effect that will increase as the trees grow further. Thinning to create more open character with glades and lines for views would be appropriate, and could enhance the wildlife value of the area'*. (CMP pg.49)

It should also be noted that the decision to plant up Chicken Acre with commercially grown conifers was undertaken when the estate was in private ownership and therefore pre-dates The Haining Charitable Trust's ownership of the estate. Therefore, when presented with the unsightly prospect of the recently felled plantation, planting with native broadleaves to create a community woodland was understandable. However, in terms of the original design intent within the wider designed landscape, this area was intended as an open parkland with solitary trees.



## **3.2 The three initial options**

Three initial options have been considered: Former Sainsbury's car park, Selkirk town centre; Halliwell's car park extension into the Haining; Haining car park within the former policy parkland known as Chicken Acre.

### **Option 1: Former Sainsbury's car park**

The proposals extend an existing private car parking provision within Selkirk town centre. In order to maximise the site's potential, creating car parking provision of 42 spaces including four accessible parking bays, it would be necessary to demolish the existing former Sainsbury's supermarket building which occupies the site.

The proposals would involve breaking out the existing hardstanding and installing a sustainable urban drainage solution (SUDs). This is likely to include underground storage cells to 'hold' surface water run-off before it is discharged into the drainage system, assumed to be on Chapel Place. The finished levels of the car park would fall towards the centre, intercepted by a linear surface drain and tree pits, before entering the underground storage cells. The proposed surface materials are as follows:

- A permeable surface to the parking bays, finished in clay pavements.
- A dense bitumen macadam surface to parking aisles, with a high percentage of coloured aggregate chip.
- Yorkstone setts to the pedestrian route.
- Trees, most likely maple, within Corten steel tree grilles – in addition to the benefits which trees bring to urban setting, the trees provide shading within an otherwise expanse of hardstanding,

There is an opportunity to reinstate a pavement on Chapel Street, which will assist the safe passage of pedestrians across the car park entrances and exits. Corten steel bollards, both standard and lighting bollards, are located to demarcate pedestrian priority areas. There is an opportunity to enhance the public realm on Scott's Place through the introduction of high quality Yorkstone paving, recently used within the market Cross, and incorporate street furniture including bench seats, information board, cycle stands etc.

In addition, the existing rendered wall would be demolished and replaced with a whinstone wall and Yorkstone cope to continue the building line and reflect the materials and characteristics of the town.

The proposals include lifting the concrete setts laid around the base of the existing maple tree and replacing with planting in accordance with best practice.



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## **Option 2: Halliwell's car park extension**

The proposal forms a new 4 metres wide opening within the estate boundary wall, sufficient in width to accommodate vehicles. The proposals widen the existing Town Centre gate entrance to approx. 7 metres wide sufficient in width to accommodate pedestrians and vehicles. The proposals cross the existing historic Lang Dyke's pedestrian route, although vehicles using the town car park already encroach upon the pedestrian priority path.

The proposals would involve felling tree saplings planted following a Forestry Commission Scotland grant to clear an area of approx. 2,800 square metres. Note that the felling trees planted under a grant award may require repayment of some of the grant money received, and this should be checked and factored into the associated costs if required.

Having cleared the area, the existing ground would be reduced in level and surplus soil removed of site. The proposals have 'centred' the layout on contour 167.50m which would run along the central path between the central bays. The car park has been designed to fall across the width of the car park, roughly east to west, and has been set at a gradient of 1 in 15. The circulation is an 'in' and 'out' one-way circuit, which responds to the existing car park circulation. The existing topography has a gradient of 1 in 12.5, therefore there is a requirement to cut the higher side of the carpark in order to tie back into the existing levels, and also fill the lower side. These embankments have been designed at 1 in 2.5 in order to tie back into the existing ground levels as soon as possible, therefore reducing the overall footprint of the proposed car park. A field drain is proposed to the top side to intercept surface water, whilst a swale or ditch is proposed to the lower side to intercept surface water from the car park. The proposed surface materials are permeable and are placed on a layer of clean angular stone, laid on geotextile fabric. The depth of the stone layer will be determined by the ground bearing capacity of the underlying soils.

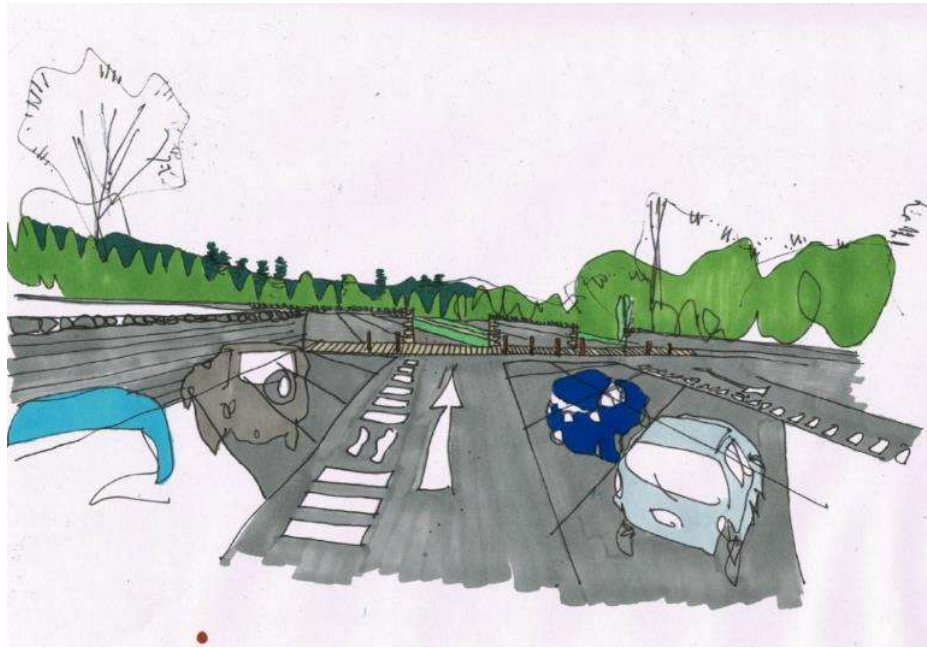
The proposed surface materials are as follows:

- A plastic grass reinforcement mesh laid on topsoil seeded with amenity grass to the parking bays
- Plastic porous paving grid infilled with gravel to the aisles
- 1.5-metre-wide paths have been incorporated to the sides and back of parking bays for pedestrians, surfaced in resin bound gravel applied to an open bound DBM on clean angular stone
- The paths tying into the existing Chicken Acre track would be surfaced in compacted aggregate
- Timber bollards are located to demarcate pedestrian priority areas.
- Ground cover planting beds have been introduced to accommodate changes in level and 'soften' the boundary wall
- Reprofiled ground would be seeded with native wildflower seed mix. The swale seeded with a native wet meadow wildflower seed mix
- The proposals resurface the extent of Lang Dykes path in Yorkstone setts to demarcate the existing pedestrian priority route
- Corten steel bollards have been introduced to segregate users and deter opportunist car parking.

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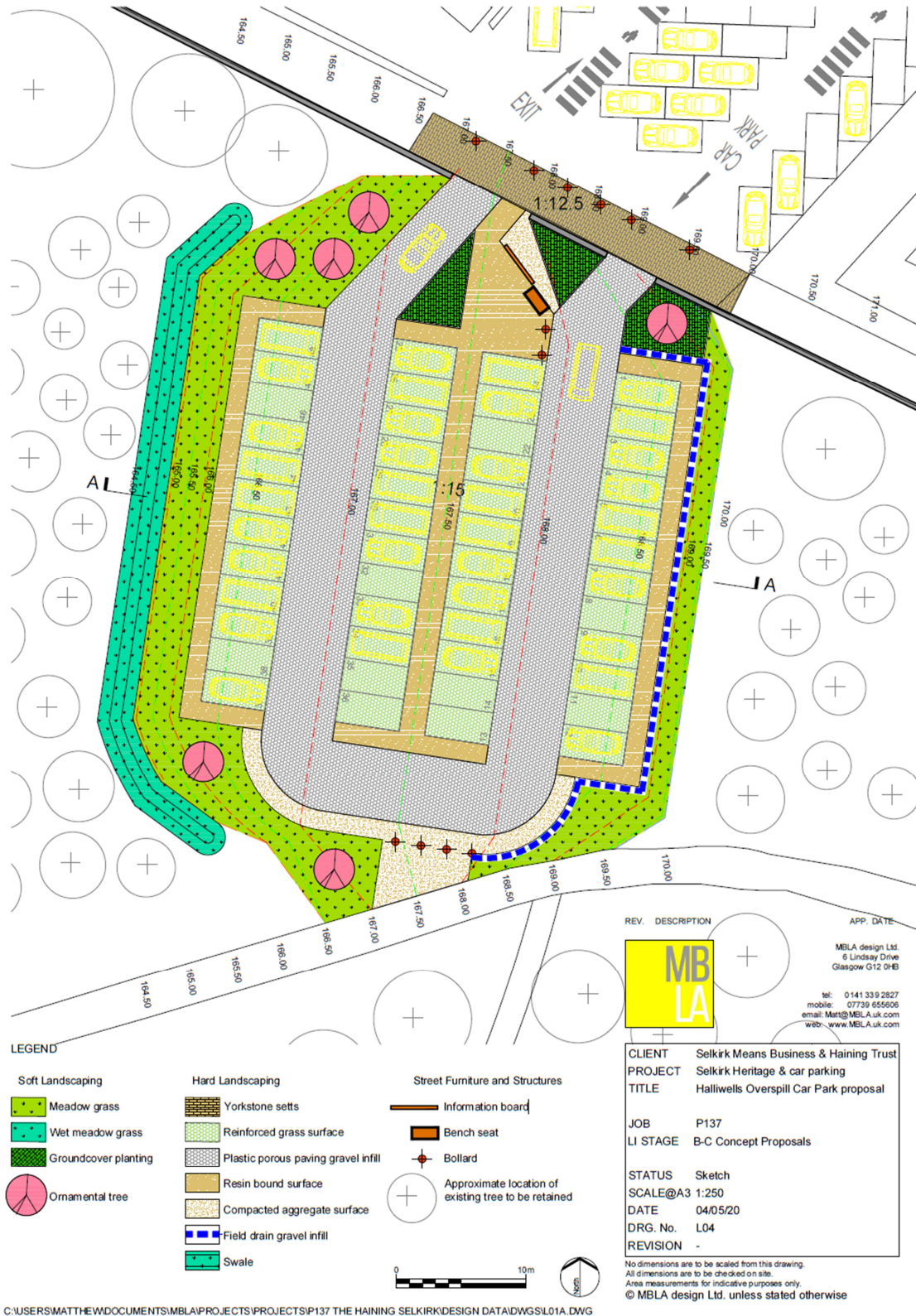
The spine path opens out to form a gathering/orientation area adjacent to the existing car park and incorporate street furniture including a bench seat, information/orientation board, cycle stands etc.

The proposed overspill car park accommodates 48 vehicles. The extended car parking provision does impact on three of existing parking spaces in Halliwell's car park. Therefore, reducing the existing car parks capacity from 85 to 82 spaces. The existing car park would benefit from additional line markings to demarcate pedestrian routes, in particular given the requirement to reverse out of parking bays.





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### **Option 3: Haining car park**

The proposals are for a stand-alone car park within the Haining policies, within the former parkland area known as Chicken Acre.

The proposals would involve felling tree saplings planted following a Forestry Commission Scotland grant to clear an area of approx. 5,300 square metres. As noted earlier, the felling of trees planted under a grant award may require repayment of some of the grant money received, and this should be researched and factored into the associated costs.

Having cleared the area, the existing ground would be reprofiled to form an ellipse approx. 35 metres wide and 60 metres long, orientated in roughly NNW. The car park layout arranges vehicles around the perimeter of the ellipse, with internal parking bays set within a circle measuring 26 metres in diameter. The existing topography has a gradient of 1 in 12.5, therefore there is a requirement to cut the higher side of the carpark and fill the lower side in order to tie back into the existing levels. The embankments have been designed at 1 in 2 in order to tie back into the existing ground levels as soon as possible, therefore reducing the overall footprint of the proposed car park. A field drain is proposed to the top side to intercept surface water.

The proposed surface materials are permeable and are placed on a layer of clean angular stone, laid on geotextile fabric. The depth of the stone layer will be determined by the ground bearing capacity of the underlying soils. The proposed surface materials are as follows:

- A plastic grass reinforcement mesh laid on topsoil seeded with amenity grass to the parking bays and circulation routes
- Plastic porous paving grid infilled with gravel to the North drive entrance
- Timber bollards are located at the ends of the perimeter parking bays to demarcate parking spaces
- Reprofiled ground would be seeded with native wildflower seed mix

There are two options proposed to access a car park located in Chicken Acre. The first would consist of a one-way circuit from the Town or Halliwell's car park, exiting via North drive and the North or Town gate. The second comprises a two-way access via North drive and the North or Town gate. The advantage of utilising the existing North drive access road removes the requirement for a road traversing Chicken Acre, although a path is proposed to connect the car park with the Town Gate and town centre beyond.



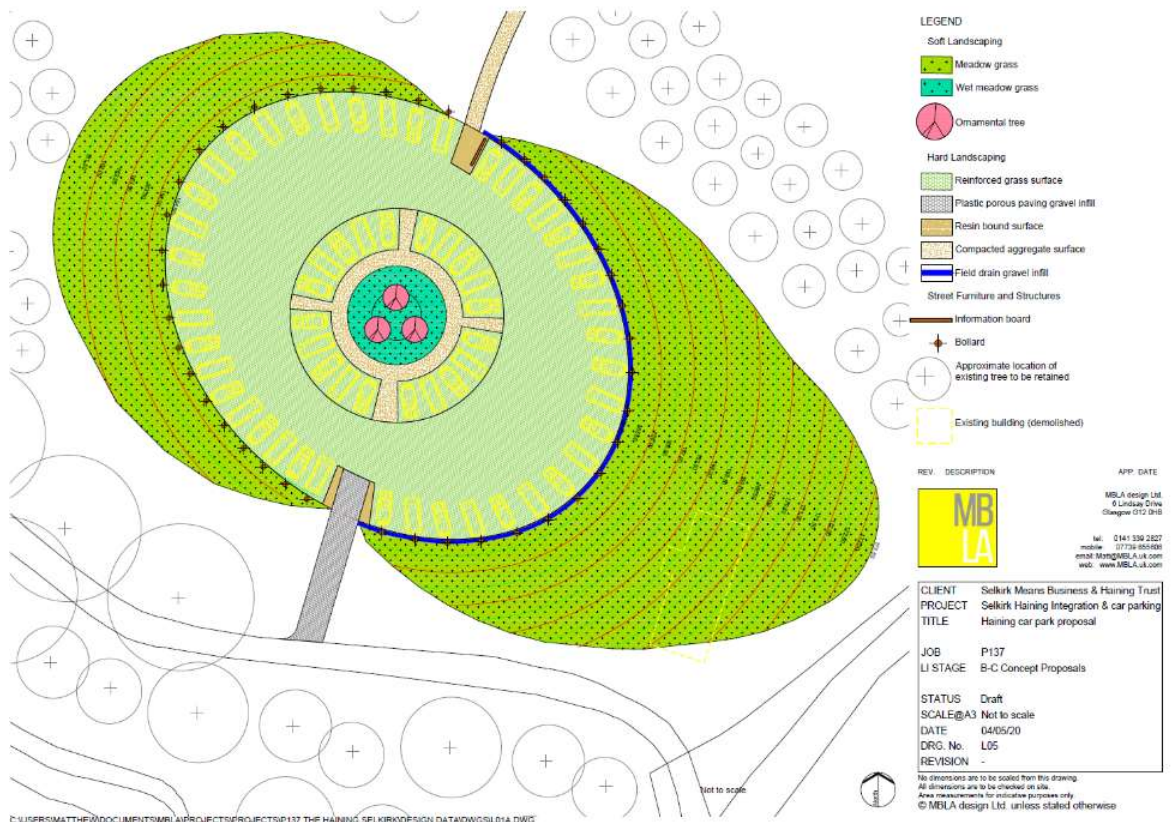


## Selkirk Haining integration and car parking Feasibility Study and Action Plan

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The proposed overspill car park accommodates approximately 60 vehicles.

Importantly, introducing a clearing within Chicken Acre would promote a long view from the head of North drive and visually re-connect The Haining with the town once again.



### Option 3b: Haining split car park

In advance of detailed initial option discussions with HES a further Haining car park option was developed. This was in order to more fully reflect the wishes of the Haining Trust and to identify the parameters of HES.

The option was developed in sketch form only (see below) and consisted of (in and out) access from the existing Halliwell's car park, with an initial 'town' car park just beyond the Lang Dykes wall and a second 'Haining' car park closer to the head of the North Drive.

The linking road is proposed as a single track with passing places and follows the natural contours of Chicken Acre. Access beyond the second Haining car park to the Haining house and landscape is proposed as footpath only.

The number of car parking spaces is variable and the proposals have the potential to open up Chicken Acre creating more of its original parkland planting feel.

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### Campsite considerations

Determining the options for any campsite provision require further research and consultation with the existing Victoria Park campsite operator as well as discussions with the client team and the Haining Trust, however, at this early initial options stage they potentially include:

- Option 1: West Drive (associated with any car parking option) – there is the potential to add a campsite in the Murieston Hill (Zone 5 of the CMP). This could vary from simple (self-contained) campervan only bays along the West Drive, operating from the Haining, through varying options through campervans / caravans, glamping pods in the woods and even areas for tents, all the latter obviously requiring additional facilities, e.g. toilets, showers, reception building
- Option 2: Halliwell's extension – there is the potential to include campervan only powered bays within the car park extension plan. These could benefit from the current Halliwell's public toilets and be managed from Halliwell's with a registration and ticket display system
- Option 3: Chicken acre car park – there is the potential to include campervan only powered bays within the car park plan. These could be either self-contained only or a (composting) toilet could be added to the proposals. This campsite could be managed from either Halliwell's or the Haining with a registration and ticket display system

These were not included in the initial option plans but are considered and integrated as the options develop.

### 3.3 Options analysis

#### Introduction

Before going out to wider public consultation, the three initial options were presented to and discussed with the client team and key agencies to confirm that they met client needs and were likely have the necessary support.

Initial consultation was with Selkirk Means Business and representatives of the Haining Trust, followed by consultation with SOSE and Scottish Borders Council (planning, roads, heritage) and finally Historic Environment Scotland. In addition, a further follow-on meeting was held with SMB and the Haining Trust to discuss the feedback received and decide on a course of action going forwards.

The initial proposal was to take all three options to public consultation, however, this appraisal stage led to a revised approach.

It is worth noting some general comments and observations applicable to all options before each is considered individually. Feedback included:

- Greater consideration of accommodating coach parking / drop off (lay-over)
- The need to address the current Halliwell's layout
- Greater consideration of encouraging camping within the grounds of The Haining

#### **Option 1: Former Sainsbury's car park consideration**

Advantages:

- Flat vacant area and current 'gap' site
- Close to the centre of the town
- Potential for considerable aesthetic improvement
- Creates 42 spaces
- The regeneration of the High Street, particularly the north-east end

Disadvantages:

- Already in use as an informal car park, therefore 18 spaces will be 'replaced' – i.e. only 24 spaces will be additional
- Requires the demolition of existing building / supermarket
- Currently privately owned
- SOSE / SBC would like to see the supermarket building considered for community (or further commercial) use before demolition
- SBC notes that an expanded car park in this location may have potential to become an additional resource for local residents as opposed to providing parking facilities for visitors to the town, limiting economic benefits
- The location provides no benefit to the Haining nor encourages greater connectivity between the Haining and the town



Outcome:

While the proposals were supported, this option does not fully meet the brief in terms of Haining benefits, provides only a limited number of truly 'additional' spaces and requires greater initial consideration of building reuse before demolition.

### **Option 2: Halliwell's car park extension consideration**

Advantages:

- Provides both access to the town and the Haining
- Uses an existing facility / access, minimising changes to traffic flow in Selkirk
- Creates an additional 48 spaces, not accounting for the current car park reconfiguration – this may lose, say, 6-8 spaces, i.e. a true addition of say 40 spaces
- Improves connectivity between the Haining and the town
- Supported by SBC "In relation to the West Port Car Park, we believe there is some merit in redeveloping this facility and this could include a possible extension into the estate, although some additional technical work is required to consider the viability of extension and the impact on the existing woodland and path facilities in the estate grounds"
- Supported by HES
  - "There has traditionally been a sense of separation between the estate and the town and the current proposals present the opportunity to bring them together, which we would welcome."
  - "We are content with the principle of breaching the estate boundary wall at Halliwell's car park"
  - "We are content with the principle of establishing some car parking in Chicken Acre adjacent to the existing Halliwell's car park. However, it would be dependent on the scale, detail and design of the proposal and its impact on the GDL and the setting of the House"

Disadvantages:

- The land is sloping and will require considerable earth movement depending on exact final location
- SBC are supportive but note that:
  - Any proposals should note the current planning restrictions and will have to be particularly sensitive to the local area (e.g. Garden and Designed Landscape of The Haining, the Tweed, Ettrick and Yarrow Confluences Special Landscape Area; the Selkirk Conservation Area; Listed buildings)
  - Expected some additional references and proposals in relation to the Auld Kirk Yard and the connections to William Wallace
  - There are archaeology records within and adjacent to the existing West Port Car Park
  - Any extension to the West Port Car Park would be out-with the settlement boundary of Selkirk and would require to be considered against Policy PMD4 – Development Out-with Development Boundaries of the Scottish Borders Local Development Plan.

- The access to the carpark from the town centre is restricted by the existing buildings and infrastructure, especially where the existing toilet block is located (providing difficulties for larger vehicles such as buses)
- The provision of additional parking spaces may well encourage local people to park within the town on a longer-term basis and this may impact on the number of spaces that may be available for potential visitors
- HES, while supportive, note that “Consideration of a more durable high-quality surface material may be more appropriate in this location. We note that a geotextile mesh is proposed for the car parks. In our experience, this is only an effective material if the car park is infrequently used; regular use often results in failure of the grass to establish and grow.”

Outcome:

While there are issues and areas to address these are relatively minor and can be overcome as the proposals develop. This option satisfies the needs of the client team including the Haining Trust and is broadly supported by SOSE, SBC and HES.

### **Option 3 (and 3b): Chicken acre consideration**

Advantages:

- Provides greatest benefit for the Haining and opportunities to develop events and activities in this area
- Has the potential to be a dramatic ‘artform’ car park further widening appeal
- HES note that the CMP does suggest car parking in this area, although notes it as “informal car parking in glades in the south part of parkland / woodland to be accessed from the drive along the south edge”
- HES note “that in principle, this area might be able to accommodate an area of parking. However, it would depend on the details of the scheme”

Disadvantages:

- Little impact or benefit in addressing the need for increased town centre car parking
- The initial option 3 necessitated using the North Drive for access. This was considered unacceptable by the Haining Trust
- The Haining Trust would ideally prefer vehicular access all the way to the house from Halliwell’s under option 3b
- SBC comment that “from an initial review, it would appear that this proposal would have a significant impact on the existing woodland and there are issues with accessing the site, especially from the North Drive, which in our view should be carefully managed”
- HES highlights that:
  - “Chicken Acre is a sensitive site which acts as an important interface between the town and the Haining estate”
  - “We have significant concerns that the creation of both a car park and a link road through Chicken Acre would have a negative impact on this part of the GDL and potentially affect the setting of the house. It would be a significant intervention into a sensitive area of the GDL”

- "We would prefer a more low-key car park to be created, working with the existing contours of the site and the existing woodland to help blend it into its landscape setting. We have concerns that a new access road across Chicken Acre would have a negative impact on both the GDL and the setting of the house"

Outcome:

The current Covid-19 restrictions mean that HES are unable to make site visits and therefore are unable to make a formal response on the impact of this proposal on the GDL and the setting of the house. However, it is clear that both SBC and HES have significant reservations about the proposals. A way forward on an option three sitting more deeply within Chicken Acre is unable to progress until Covid-19 restrictions enable HES site visits.

### **Preferred option for further development**

Taking on board client, agency and key stakeholder comments it was agreed that:

- Option one should not progress due to lack of Haining benefits and the need to more fully consider community use before recommending building demolition
- Option three should not progress due to significant concerns from HES / SBC that cannot be addressed until post Covid-19
- Option two is the only option that satisfies the wider client team and has greatest wider agency support and should be further developed to provide a proposal for wider public consultation

### 3.4 Developing the preferred scheme

#### Introduction

Following further stakeholder and agency consultation a scheme was developed for public consultation, taking on board comments and suggestions to date. This section presents that scheme and consultation summary.

#### The proposal for consultation

The proposals developed included:

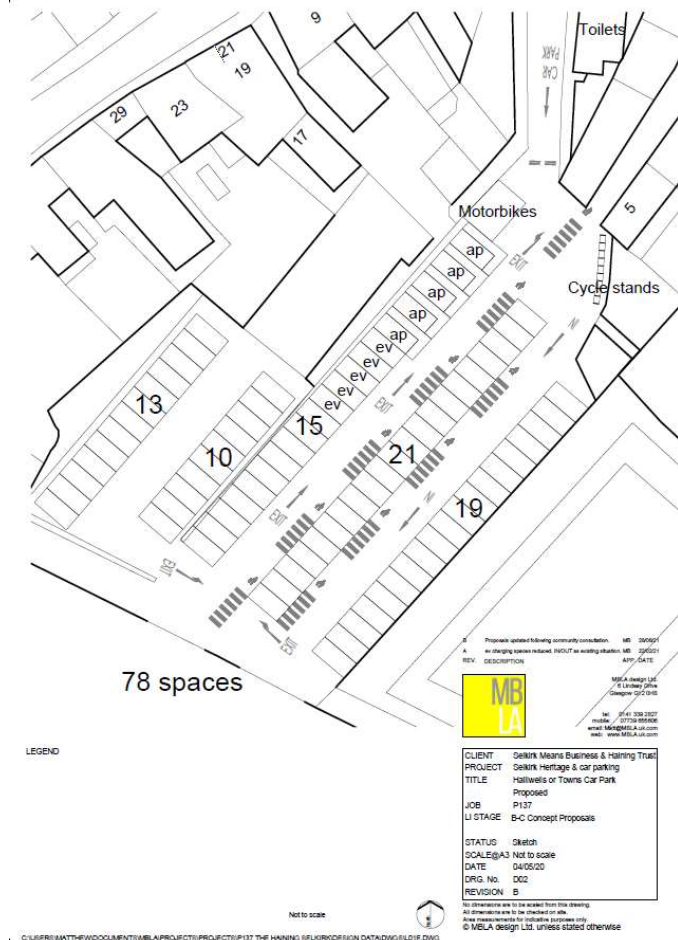
- Alterations to the existing Halliwell's Car Park
- An extension to Halliwell's Car Park into Chicken Acre
- Twelve campervan pitches beyond the car park extension
- The thinning of Chicken Acre and the creation of more open parkland

Changes to the existing car park primarily concerned the changing of angled bays to 'end-on' bays to increase pedestrian safety, the addition of clearly marked pedestrian routes through the car park, the addition of disabled / accessible parking spaces (totalling 5) and the addition of electric vehicle charging points (totalling 7).

The overall result of the changes was an increase in total car parking spaces to 87, although a growth in numbers was not the intention. The objective was to increase pedestrian safety, especially as this car park is to also be used as an access way to the car park extension or over spill beyond.

Items noted but not included in the plans were cycle parking, motorcycle parking and bus / coach parking.

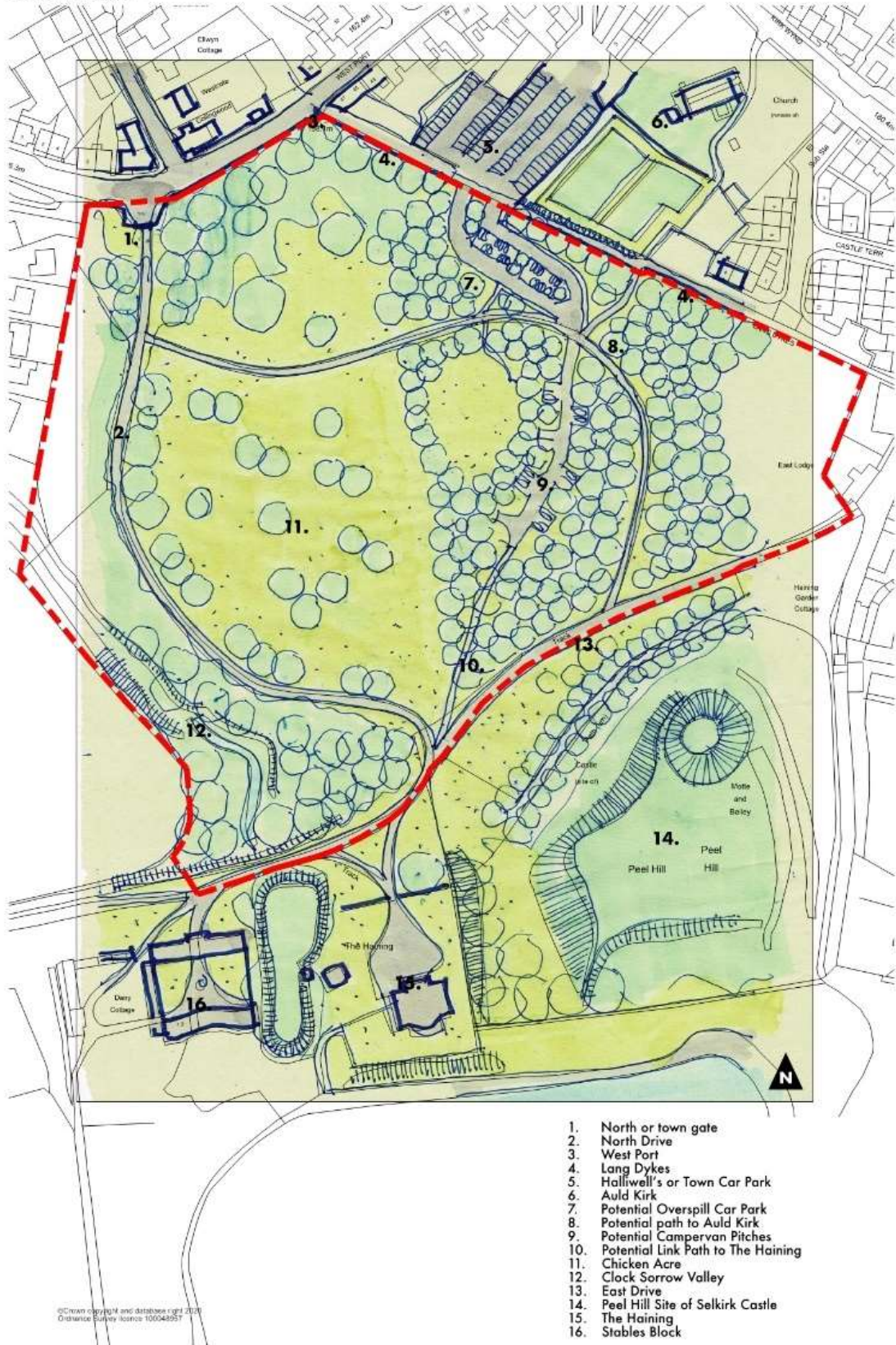
The proposals overleaf present the full scheme, including car park extension, campervan pitches and Chicken Acre enhancements.





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**Concept Proposals**



Focusing on the overspill and campervan areas the proposals included:

- Approximately 40 more car parking spaces
- The retention of trees for screening
- The addition of 12 campervan pitches
- The addition of new link paths linking the campervan pitches with the Haining and the Auld Kirk (and town)
- A clearing close to the campervan area to be used for temporary event camping by the Haining Trust
- The thinning of trees within Chicken Acre to create more open parkland in the lower area towards the North Gate

The following elements were noted but not included in the plans at this stage:

- Composting toilet facility for the campervan pitches
- Campervan pitch facilities comprising drinking water, electricity hook up points and waste / foul water disposal points

### **Consultation summary**

The proposed scheme was developed for consultation display comprising three large boards, one with background and context, one primarily with changes to the existing car park and one with the expanded car park and campervan proposals. These were displayed at shops on Tower Street (10<sup>th</sup> to 19<sup>th</sup> March) and Market Place (19<sup>th</sup> March to 7<sup>th</sup> April). The online survey was open from 9<sup>th</sup> March to the 12<sup>th</sup> April and was well publicised both on the exhibition and through local social media networks.



*Tower Street exhibition*



*Market Place exhibition*

The online survey was designed to be completed without seeing the exhibition and included all the necessary drawings, illustrations and photographs. In total, there were some 858 responses. In the later stages of the consultation the survey attracted considerable interest from the campervan community and a large proportion of entries were from those favouring a new campervan site. While this demonstrates the strong market demand for the campervan pitches, it is felt that the proportion of entries creates a survey bias.



The results analysis and presentation were therefore split into 'all excluding the campervan only responses', of which there were 477 completed surveys and the 'campervan only responses', which numbered 415. There is a slight overlap in totals as some campervan visitors also visit Selkirk using other modes of transport at other times. Both provide a statistically reliable survey with minimal margins of error. It should be noted that with a local population of around 5,500, these response rates are very high.

The full results are available in excel format and a detailed summary is provided in Appendix C. As a very brief summary the feedback was positive with people agreeing that Selkirk needs more car parking and generally supportive of the current car park improvements, the proposed extension and campervan pitches, the temporary camping area, the auld kirk link path and the Chicken Acre tree thinning. However, there was a minority of opposition across the board, mostly centred around the impact on nature and wildlife.

Key revisions or additions required for final concept proposal were noted as:

1. Think about how best to include minibus parking
2. Include motorcycle parking (replacing two car parking bays)
3. Include pedal cycle parking (location tbc)
4. Consider longer vehicle parking (for vans, larger 4x4 and daytime campervan parking)
5. Provide a 'greener' design with increased trees / foliage integrated within the car park extension, including between the two rows of car parking spaces
6. Include recommendations for landscape improvements to Victoria Park or other sites for larger motorhomes (unable to access the Haining)
7. Include a suggested indicative location for low key (high quality) composting toilet
8. Include a suggested indicative location for drinking water point
9. Include a suggested indicative location for waste-water and CDP or Elsan point
10. Consider and recommend management proposals to address local concerns
11. Include proposals for a sensitive and respectful path through the Kirk Yard
12. Include the proposals for a temporary camping area for events
13. Include the proposals for the thinning of Chicken Acre
14. Consider an environmental offset to balance any tree felling and ensure that resulting trees are more, not less
15. Work with environmental agencies to safeguard and enhance existing wildlife / nature

A stall was staffed at Selkirk Farmers Market on 5<sup>th</sup> June, at which Selkirk Means Business presented the results of the survey and the above actions as well as addressing key concerns, including:

- Explaining the benefits (pedestrian safety) of end on parking over angled parking
- Explaining the nature and wildlife benefits of improved management of Chicken Acre

## 4.0 Project Proposal

### 4.1 The preferred proposal

Following consultation, the project design proposals were amended and finalised at concept stage. They are presented below in relation to:

- Alternations to the existing Halliwell's car park
- Proposals for the Halliwell's / Haining overspill car park
- Proposals for the campervan pitches

The coloured overall project plans are presented at the end of this section.

#### **Opportunity to enhance the existing Halliwell's Car Park**

The suggested improvements to the existing car park are presented in the drawing overleaf. These include:

- Arranging the parking in parallel end on bays, as opposed to the current Herringbone parking configuration. The main reason being that a herringbone parking configuration encourages forward parking. Therefore, when reversing out of a herring bone parking bay there is inevitably a 'blind-spot' with a risk to passing pedestrians and also potential for a collision of vehicles. 'End on' parking enables drivers to reverse into parking bays, therefore, reducing the risk of accident when exiting the bays as they are facing the direction of travel.
- The parking bays are 5.5 metres in length and 2.5 metres wide. The aisles are indicated at 6 metres wide. The accessible parking bays include an additional 1.2 metre strip to the perimeter of the standard parking bay and drop kerbs would be installed for ease of use.
- Clearly defining pedestrian routes within the car park through clearly defined walking routes. These have been indicated to either side of the central aisle and are 1.85 metres wide.
- Increasing the existing accessible parking provision from two to five spaces which is consistent with a parking provision of 80 spaces.
- Increasing the e-vehicle charging provision from two to five spaces. The e-vehicle charging places have been relocated and this would enable the e-vehicle provision to be further increased to meet the Scottish Governments phasing out of combustible engines by 2032.
- A dedicated motorcycle parking area has been incorporated following community consultation and would include stands.
- A dedicated cycle parking rank has been incorporated following community consultation with a provision for securing 20 cycles to 'Sheffield' style cycle stands.

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LEGEND

B Proposals updated following community consultation. MB 28/09/21  
 A ev charging spaces reduced. IN/OUT as existing situation. MB 22/02/21  
 REV. DESCRIPTION APP. DATE  
 MBLA design Ltd.  
 5 Lindsay Drive  
 Glasgow G2 2 0TB  
 Tel: 0141 339 2607  
 mobile: 07739 888806  
 email: Mbl@MBLA.uk.com  
 web: www.MBLA.uk.com



CLIENT Selkirk Means Business & Haining Trust  
 PROJECT Selkirk Heritage & car parking  
 TITLE Halliweils or Towns Car Park  
 Proposed  
 JOB P137  
 LI STAGE B-C Concept Proposals  
 STATUS Sketch  
 SCALE@A3 Not to scale  
 DATE 04/05/20  
 DRG. No. D02  
 REVISION B

No dimensions are to be scaled from this drawing.  
 All dimensions are to be checked on site.  
 Area measurements are for indicative purposes only.  
 © MBLA design Ltd. unless stated otherwise

Not to scale



C:\USERS\MATTHEW\DOCUMENTS\MBLA\PROJECTS\PROJECTS\P137 THE HAINING SELKIRK\DESIGN DATA\DWG\SL01E.DWG

### Halliwell's overspill car park

Following community consultation and feedback, the proposals for the overspill car park have evolved and been developed in greater detail.



The proposed overspill car park is located between the estate boundary wall and the track within Chicken Acre and aims to retain the semi-mature trees to the Lang Dykes (see above).

The overspill car park proposals comprise:

- A new opening in the estate boundary wall and the widening of the existing 'hole-in-the-wall' pedestrian route at Lang Dykes.
- A clearing or glade within which the overspill car park is located.
- An additional 49no. car parking spaces and 4no. campervan or mini-bus spaces at the top end. (note that a 'turning' space may be required at the end of each parking aisle to allow for safe U-turns if there are no available spaces, thus reducing the total number of spaces by 4)
- The parking bays measure 5 metres long by 2.5 metres wide. The parking bays are arranged opposite one another, either side of a 6-metre-wide aisle. Each parking 'pocket' is separated by a 6-metre-wide landscaped strip.
- The layout includes bound aggregate paths to segregate pedestrians from vehicles.

- Use of permeable surface materials to access road and parking bays as is appropriate to an overspill car park in a rural setting. The access road and parking bays would be surfaced in a reinforced product with a loose gravel infill. The aisles to the parking bays would be surfaced in a reinforced product infilled with topsoil and grass seeded. Swales, or ditches have been indicated to intercept surface water run-off which might occur during intense periods of heavy rainfall.
- Some cut and fill earthworks required due to sloping topography.
- Tree planting to screen, enclose and shade the parked cars.
- The aisles to the parking 'pockets' are extended to meet the track in Chicken Acre to maximise ease of pedestrian connectivity. The ends of the aisles are secured with a robust low-level post and rail trip or knee rail to deter unwanted vehicular access.
- Entrance and exit to the overspill car park is aligned with the existing and proposed Halliwell's car park configuration.
- A secure manually controlled barrier to access the overnight campervan parking from the internal access road to the overspill car park.
- A new footpath links the car park and campervan pitches with the Auld Kirk through the previous (filled in) opening in Lang Dykes – exact route still to be confirmed.

### **Halliwell's campervan pitches**

The overnight campervan pitch proposals comprise:

- The continuation of the overspill car park access road beyond the Chicken Acre track.
- Six staggered double bays providing 12 overnight campervan pitches with electric hook ups.
- A high-quality composting toilet (location tbc and not shown on plans)
- Drinking water and wastewater (Elsan) point (location tbc and not shown on plans)
- A clearing suitable for occasional special event camping use
- The comprehensive tree thinning of Chicken Acre (accompanied by a woodland management plan) leading to the return to the 19<sup>th</sup> Century parkland with occasional / specimen trees. Note that forestry grant repayments will need to be investigated prior to clearing / thinning.



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|          |      |  |          |                                     |  |
|----------|------|--|----------|-------------------------------------|--|
| CLIENT:  |      | Selkirk Means Business in partnership with the Haining |          |                                     |  |
| PROJECT: |      | Selkirk Haining integration and car parking            |          |                                     |  |
| JOB      | DWG  | SCALE  | DATE     | TITLE: Haining Integration Proposal |  |
| PI 37    | SK26 | NTS@A4   | 15/09/21 | STATUS: FINAL                       |  |



## 4.2 Operations

### 4.2.1 Car park operation and maintenance

It is suggested that the operation and maintenance of the current Halliwell's car park, following alterations, remains as present with free use to the public and SBC responsible for all maintenance.

The car park extension is arguably more contentious as it is on The Haining Trust land but is primarily serving visitors to and users of the town. It is suggested that intended use takes precedence over location, therefore that its management and maintenance follows the same form as the main Halliwell's car park and that an agreement is put in place with SBC to this effect, i.e. it is also free to use and all management staff time and costs are covered by SBC.

However, it is suggested that the footpaths linking the car park / campervan pitches with the Haining and / or Lang Dykes are managed and maintained by The Haining Trust. The management and maintenance of the proposed path through the Kirk Yard will require further discussion and agreement, it is likely that SBC may be responsible for this. Similarly, for any new interpretation / signage infrastructure installed within the Haining linking to the new car park / pitches, responsibility for its maintenance will need to be considered and agreed.

### 4.2.2 Toilet operation and maintenance

As there are no changes proposed to the current Halliwell's public toilets, it is suggested that their operation and maintenance remains as present. However, it is suggested that longer (paid) opening is considered with early evening and early morning opening available as additional support to those using the campervan pitches.

### 4.2.3 Campervan pitches operation and maintenance

For the campervan element, this section covers bookings, facility maintenance and income / expenditure.

Bookings – an automated online system is recommended, overseen by The Haining Trust. This system should allow for real time online calendar bookings (suggested maximum stay of two or three nights). Booking confirmation (online payment) would result in a code for the barrier and composting toilet. The codes would be valid for 24 hours, changing at noon each day. It will be important that a designated person is allocated with the position of responsibility for overseeing the campervan pitch operation, supported by an assistant. It is assumed that these roles are voluntary and from within the Trust.

Facilities maintenance – it is assumed that The Haining Trust would operate the campervan site and therefore all income generated would go to the Trust and all management and maintenance requirements would be the responsibility of the Trust. These would include:

- Maintenance of the website, booking and online payment system
- General site cleaning / landscape maintenance
- Cleaning and maintenance of the composting toilet (including toilet paper and hand soap)

- Maintenance of the electric hook up points, drinking water tap and wastewater / Elsan point (there is an assumption that the latter is plumbed into the mains sewer and does not need emptying)
- Repairs to gates, tracks or pitches as required

Revenue and expenditure – obviously all of the above come at a cost and must be covered through the site's income. The following does not attempt to be a business plan for the operation but rather a demonstration of potential viability.

### Income

It is assumed that the pitches will be of good quality, well maintained and marketed and of high appeal. The twelve pitches may achieve 90% occupancy during the summer, 75% during autumn / spring and 60% over the winter, averaging 75% occupancy overall. A per vehicle / per night rate of £25 including electricity, toilets, water and waste is suggested. Assuming an average of two people per campervan, this equates to an additional 6,500 overnight visitors per year to Selkirk (and almost 5,000 under sensitivity analysis).

This produces an annual total income of just over £80,000 per year. When a 20% sensitivity is applied to this (which should be regarded as a realistic worst-case scenario), the total annual income is reduced to just over £65,000.

| Timing             | Pitches   | Weeks     | Days     | Occupancy   | Cost       | Total          |
|--------------------|-----------|-----------|----------|-------------|------------|----------------|
| Summer             | 12        | 16        | 7        | 90%         | £25        | £30,240        |
| Shoulder           | 12        | 20        | 7        | 75%         | £25        | £31,500        |
| Winter             | 12        | 16        | 7        | 60%         | £25        | £20,160        |
| <b>Total</b>       | <b>12</b> | <b>52</b> | <b>7</b> | <b>75%</b>  | <b>£25</b> | <b>£81,900</b> |
| <b>Sensitivity</b> |           |           |          | <b>-20%</b> |            | <b>£65,520</b> |

### Expenditure

Excluding set up costs (covered within the capital costs) these may comprise:

| Item  | Description   | Cost (pa) |
|---|---|-----------|
| Website / booking system maintenance          | Ongoing licence fee and customer support for website and online calendar booking system   | £5,000    |
| Payment and banking charges                   | Charges for online payments   | £1,500    |
| Staff support                                 | A part time 0.5FTE handyman/lady for general maintenance, onsite support and payment / behaviour compliance. To also provide 'on call' service beyond core hours. It is likely that the 0.5FTE post will be split over two people to provide all year round cover | £25,000   |
| General site cleaning / landscape maintenance | For materials and tools, including any landscaping supplies (it is assumed that bin / recycling collection will be by SBC from bins located in the main Halliwell's car park  | £5,000    |

| Item (continued)                 | Description  | Cost (pa)                                   |
|----------------------------------|--|---|
| Composting toilet                | Twice weekly cleaning and ongoing maintenance by the staff post(s). Cost to cover toilet paper, hand soap and any minor repairs                          | £1,000                                      |
| Electricity use (hook ups)       | An average of £2.50 per day / night per campervan (separate metre required to monitor overall campsite use)  | £8,190<br>(£6,006 for sensitivity)          |
| Water charges / campsite licence | Potential increase in water charges and campsite licence   | £2,000                                      |
| Insurance                        | Potential increase in insurance cover to cover campsite  | £2,000                                      |
| Marketing                        | Primarily undertaken by volunteers at The Haining Trust as part of the wider Haining publicity but with an additional budget for online promotion and PR | £2,500                                      |
| Ongoing repairs                  | To gates, tracks, pitches, electric hook up points, drinking water tap and wastewater / Elsan point  | £2,500                                      |
| Contingency                      | To cover any unforeseen events, damage or improvements   | £2,500                                      |
| <b>Total</b>                     |  | <b>£57,190</b><br>(£55,006 for sensitivity) |

Under the assumptions provided, the operation should be profitable, generating an annual surplus of around £10,000 under the sensitivity model and up to £25,000 under the anticipated target model. These figures provide considerable room for either underperformance, additional ongoing campsite investment or further income to the wider work of the Trust.

The above figures only cover the direct income generated by the campervan pitches. In addition to these, there will be considerable secondary spend within the town on food and drink, attractions and retail. Studies suggest that campervanners spend around £50 per day / night on average, therefore potentially resulting in a further £325,000 of income Selkirk per year (an economic impact assessment is required to provide a more robust figure).

It should be noted that the Haining campervan pitches will only be suitable for campervans and not larger motorhomes. It is recommended that the Victoria Park site continues to operate as per the current operation for motorhomes, however, the site / pitches would benefit from some simple landscape improvements to create attractive bays adjacent to the river (not included in later costs).

## 4.3 Wider opportunities and links

### 4.3.1 Selkirk's current market position

As noted earlier in the report, Selkirk's unique selling points have been previously identified by the community as:

|  |  |
|--|--|
| <ul style="list-style-type: none"><li>• Cultural Champions – Scott, Hogg, Lang and others</li><li>• Cultural Corridor – Haining / High Street/ Clapperton Studios</li><li>• Creativity, Culture and Heritage</li><li>• Countryside Estates</li></ul> | <ul style="list-style-type: none"><li>• Connectivity – Water / Road / Rail</li><li>• Common Riding</li><li>• Common Good Fund</li><li>• Community Spirit</li><li>• Conservation Area</li><li>• Crafts and Guilds</li></ul> |
|--|--|

Interestingly, these have a strong emphasis on heritage and culture. A more recent survey, by 56 Degree Insight commissioned by Selkirk Means Business, provides a more robust analysis. They undertook an online survey over a 5-week period from Saturday 11<sup>th</sup> July until Sunday 16<sup>th</sup> August 2020, generating a total of 331 full responses (comprising 206 Selkirk residents / TD7 postcode area, 64 residents of other places in the Scottish Borders and 59 people who lived in other places outside of the Scottish Borders).

This survey was intended to help provide data for this report as well as more generally to provide direction for Selkirk. Specifically, it helped identify Selkirk's current market position, assess its experiences and identify opportunities for future improvement.

The survey found that:

#### **Current market position**

- Selkirk and the surrounding area is most strongly seen as a place where locals and visitors can explore the outdoors, eat and drink out and shop for local products in independent shops.
- It is less likely to be seen as a place to experience heritage and culture, with other towns (especially Melrose) more strongly associated with these themes.
- It is most commonly perceived as somewhere which is safe, historic and scenic. However, it is less likely to be seen as being cultural or vibrant (words more likely to be associated with Melrose).
- While locals are most likely to be drawn to Selkirk and the surrounding areas to take part in a range of leisure activities, often due to convenience, levels of appeal are also high amongst people who live outside the region. Over half of this group suggested Selkirk as a place they would visit on a short break or holiday.

#### **Assessment of experiences**

- When asked to rate their experiences of Selkirk and the surrounding area, opportunities to explore the outdoors received the most positive response with 57% stating that the area is very good in this respect.
- However, other aspects, such as opportunities to eat and drink out and independent shops, were more likely to receive less positive 'quite good' or 'quite poor' ratings.
- Reflecting the positive views regarding opportunities to explore the outdoors, when asked to provide details on the most positive aspects of the town, the

largest proportions mentioned opportunities for walking, enjoying the scenery and landscape and the Haining.

- However, when asked about areas that need improvement, the most commonly mentioned topics were the lack of places to eat and drink out (13%), parking problems (12%), restricted shop opening hours (9%) and the lack of a variety in local / independent shops (9%).

#### ***Additional interesting information***

- Those living beyond the borders were more interested in textile heritage and visiting craft studios (both of which had the least local appeal)
- Around a third of respondents had ever visited the 'explore Selkirk' website [www.exploreselkirk.co.uk](http://www.exploreselkirk.co.uk) (i.e. around two thirds had never used it)
- There was extremely high / good knowledge and use of the Haining

#### **4.3.2 Identified opportunities**

The 56 Degree Insight report went on to identify the following opportunities:

##### ***Popular ideas for making Selkirk more appealing were...***

- 50% - More information promoting opportunities to explore and take part in active pursuits in the countryside surrounding Selkirk
- 47% - A new visitor centre showcasing the town's historic links to Sir Walter Scott, William Wallace, etc
- 43% - Increased car parking in the town centre
- 35% - More information and signs regarding the town's historic links to Sir Walter Scott, William Wallace, etc.
- 33% - More information promoting opportunities to see Selkirk's history and heritage via a website, app or leaflets
- 31% - More information promoting opportunities to view Selkirk's arts and culture from local crafts to musical and drama performances via a website, app or leaflets
- 21% - More camping and caravanning spaces within a short walk of the town centre

##### ***Promote what you already have...***

- Scenic natural places to enjoy walks and other relaxed outdoor pursuits – in particular the Haining but also Bowhill and other places in surrounding area.
- Events that provide a reason to visit – potentially focused on the Haining or building upon existing popular events (Selkirk 7s, Common Riding).

##### ***Address issues which diminish the town centre experience ...***

- Tidy up the town centre and entrances to the town – cut grass and remove litter.
- Locals and visitors need businesses to be open at the times they want to visit – especially weekends (Saturday closing is a particular issue).
- The town has a poor reputation for a lack of parking and, to some extent, heavy traffic – are there possibilities to create more parking for visitors, calm traffic?

**Build on and develop assets...**

- Attract / support a wider range of independent shops - selling locally produced food and crafts.
- Attract / support a wider range of quality places to eat and drink – including outdoor spaces like pavement cafés or beer gardens if possible.
- The Haining provides a major opportunity to improve the experience for locals and attract new visitors – especially if a café and / or other facilities could be developed there.
- There is interest in developing a new visitor centre showcasing the town's historic links to Sir Walter Scott and William Wallace.

**4.3.3 Recommendations**

Based upon the research undertaken in this study and the 56 Degree Insight survey there are a number of recommendations to help develop Selkirk's visitor offer, economic potential and market position. These are suggested below and split into those included within our proposals and those that are beyond but could be linked.

Included within study proposals:

1. **Car parking** – the proposals address the identified need to increase off-street car parking capacity within the town
2. **Haining links** – the proposals improve links between the town and The Haining providing an additional pedestrian route avoiding the car park as well as providing increased car parking provision for those visiting The Haining (and the town)
3. **Auld Kirk links** – the proposed footpath via the Auld Kirk increases access to and raises the profile of this valuable part of Selkirk's heritage
4. **Campervans** – the proposals provide twelve attractive, serviced pitches close to the town centre and with easy access to The Haining. These are projected to attract between 5,000 and 6,500 visitor nights for Selkirk per year
5. **Haining enhancements** – the proposals not only improve the financial viability of The Haining but enhance Chicken Acre restoring part to its original parkland 'feel', improving woodland management and propose to offset any tree felling with tree planting elsewhere on the estate

Additional (linked) recommendations:

1. **Town trail** – at present the town trail is not publicised, costs £1 (free to download), does not identify Halliwell's as a car park and has no mention of The Haining. There are clear opportunities to produce a new town trail that addresses all of these opportunities. The new town trail should be available as a free leaflet and a smart phone web app (or similar), the latter provides scope for audio commentary and moving images as well as historical 'rub-aways' showing what Selkirk looked like in the past. Importantly, the trail must be free to users (cost c.£30,000)



2. **Halliwell's House / visitor centre** – although not seen due to Covid restrictions, there is a general feeling amongst locals that the current museum needs improving. A feasibility study into providing an improved Selkirk visitor centre should be undertaken, with the aim of providing an orientation point for Selkirk visitors and an introduction to Selkirk's stories (cost c.£8,000)
3. **Motorhomes** – as noted earlier these cannot be accommodated within the new pitch proposals due to access restrictions. Landscape improvements to the current Victoria Park site should be undertaken to provide a small number (c.5) of attractive riverside bays suitable for larger motorhomes and operated as per the current Victoria Park operation (cost c.£50,000)
4. **William Wallace destination** – there is scope to build on the claim that Selkirk is the location where William Wallace was proclaimed Guardian of Scotland, and indeed there is renewed enthusiasm to celebrate this, including putting up a statue (talks are underway with the William Wallace Society). It makes sense that the statue physically links to the main Halliwell's car park and the Auld Kirk although it is not advisable that it is located actually in the car park itself. A location at the Auld Kirk or on the link path between the car park extension and the Auld Kirk are suggested.

#### **4.3.4 Future market position**

The current market position for Selkirk is:

*Come and explore our rich history and traditions and a rolling landscape  
that is waiting to be enjoyed by foot, by pedal or by horse.  
Selkirk is a thriving town perched above the beautiful Ettrick and  
Yarrow Valleys and an excellent location to explore the beautiful Scottish Borders. There's  
plenty to do, so make sure you have plenty of time to enjoy it (Explore Selkirk)*

The current market position is based on the town's (unspecified) heritage and its potential as a hub for exploring the wider Borders area.

In relation to the current market position, the recent 56 Degree Insight survey is particularly interesting as it notes that Selkirk is:

- Mostly seen as a place to explore the outdoors, eat and drink out and shop for local products in independent shops, but there are issues with the delivery of all of these elements including a lack of information (particularly for outdoor pursuits) and limited opening
- Less likely to be seen as place to experience heritage and culture and less likely to be seen as cultural or vibrant compared to other Border towns
- Most commonly perceived as somewhere which is safe, historic and scenic

Selkirk's current appeal is therefore arguably centred around being:

- Historic but not culturally vibrant
- Locally distinctive but not always accessible
- Outdoorsy but not always easy to identify
- A hub to explore the Borders rather than a destination in itself

Two key underplayed elements are Selkirk's specific historical significance and connections and the major asset of the The Haining (house and landscape). These fit neatly with the two key motivators for overnight visits in Scotland; History and Landscape.

It is suggested that the future market position for Selkirk should not be radically different. It should continue to be grounded in history and tradition, in the surrounding landscape and as a location in the heart of the Borders. However, it should build on its specific remarkable historic connections (e.g. Wallace and Scott, Bannocks and Dandies) and on the Haining as a key destination. These need to be matched with high quality visitable features and stories on the ground.

## 5.0 Costs, Funding and Risk

### 5.1 Costs and funding plan

#### Introduction

This section of the report provides the outline total project costs (capital costs provided by Armour Construction Consultants, QS) for the proposed scheme and investigates sources of funding culminating in an outline funding plan for the project.

#### Costs

The costs are indicative but realistic, reflective of the concept stage of proposals and without a topographical survey or engineer involvement. They are based upon a combination of QS costs, professional judgement and experience of detailed project costs for similar projects. They are also based on the project development and delivery work being undertaken by external consultants and contractors.

As the project develops through the development phase, a wider professional team will draw up more detailed proposals for the project. The costs provided below exclude VAT, which it is assumed will be reclaimable by the delivery vehicle (potentially SBC discussed in section 6.2).

#### Project development

|                    | Notes   | Rates                     | Cost           |
|--------------------|---|---------------------------|----------------|
| Design team fees   | Design team to develop project to LI stage D-E (RIBA 3).  | QS cost                   | £40,000        |
| Site surveys       | Topographical surveys, ecological survey Habitat Phase 1 of Chicken Acre (+ woodland management plan for Chicken Acre), drainage / utility survey | Items                     | £25,000        |
| Further specialist | Tender and selection of:<br>- System advisor for online booking system<br>- Additional consultancy  | Items<br>£5,000<br>£5,000 | £10,000        |
| Other              | Contingency   | Item                      | £10,000        |
| <b>Total</b>       |   |                           | <b>£85,000</b> |

#### Project delivery

|                                 | Notes   | Rates   | Cost     |
|---------------------------------|---|---------|----------|
| Capital costs                   | Based on QS costs ex VAT<br>• Existing car park £65,495<br>• Halliwell's extension £512,958<br>• Campervan pitches £335,993 | QS cost | £914,446 |
| Design team fees                | Based on QS costs ex VAT  | QS cost | £30,000  |
| Further surveys and specialists | Archaeological watching brief<br>IT consultant  | Items   | £10,000  |

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|                              |   |         |                   |
|------------------------------|---|---------|-------------------|
| IT / Website                 | Development and online booking / gate system      | Item    | £25,000           |
| Interpretation*              | Welcome panel design, production and installation | Item    | £10,000           |
| Marketing                    | £6,000 pre-opening for campervan pitches          | Items   | £10,000           |
| Volunteer training and costs | Woodland and landscape management training        | Items   | £5,000            |
| Contingency                  | Added to all above costs                          | c.12.5% | £125,000          |
| <b>Total</b>                 |   |         | <b>£1,129,446</b> |
| <b>Say</b>                   |   |         | <b>£1,130,000</b> |

*\* note that this is not included in the project or plans at this time but it is considered a likely addition as the project moves forward.*

Notable exclusions include:

- Project management
- VAT and inflation
- Car park / campervan pitch lighting
- Street furniture (additional litter bins etc)
- Footpath through the kirk yard
- Additional tree planting to offset any felling
- Any grant repayment costs associated with thinning / felling within Chicken Acre

### **Funding approach**

The project costs estimated above indicate a delivery phase project of **£1,130,000**, or a combined total project cost of around **£1,215,000**. Funding the development will require major grant applications and will require full project backing by all relevant agencies; i.e. SBC, HES and SOSE. The project appeals to funders in that it:

- Meets a demonstrated community need
- Helps the economic regeneration of Selkirk, particularly post Covid
- Provides employment and training opportunities as well as volunteer training
- Increases access to the town's natural and cultural heritage
- Provides safer pedestrian access between the town and The Haining
- Helps generate community capacity and foster community pride

Although it is recommended to deliver the capital project in one phase, it is useful to consider the project in its two key constituent parts, each of which will be funded and delivered separately, in consecutive order.

1. Detailed planning and development – funding the necessary project development planning, specialist advice and input up to a final fully specified proposal and planning approval
2. Project delivery – funding the delivery of the capital works

***It is worth noting that an alternative would be to move ahead with the project as one 'shovel ready' £1.2million project, although this risks committing to a cost and a scheme ahead of gaining planning permission or the results of further essential surveys, and is not recommended.***

## Sources of funding

Suggested sources of funding for each stage are provided below

### 1. Planning and development – target £85,000

- Scottish Borders Council                      £30,000
- SOSE    £30,000
- Additional:    £25,000
  - Scottish Borders Council – Common Good Funds
  - Crown Estates Ward Funding

Alternatively this may be met by, say, £40,000 each from SBC / SOSE and £5,000 from local fundraising

### 2. Delivery and operation – target £1,130,000

#### Main fund(s)

| <b>Fund</b>   | <b>Notes</b>  | <b>Target</b>     |
|---|---|-------------------|
| <b>RTIF – Rural Tourism Infrastructure Fund</b><br><br><a href="mailto:RTIF@visitscotland.com">RTIF@visitscotland.com</a>   | Community Groups and other agencies can apply through SBC if they have an eligible project – car parking infrastructure is eligible. Specifically for rural areas to tackle issues of increased visitor pressure having a negative impact on the visitor or community experience. Can fund up to 75% of costs (up to a maximum bid of £375,000) | £375,000          |
| <b>Scottish Borders Council</b>   | Capital funding (roads, economic regeneration, tourism development)   | £300,000          |
| <b>SOSE – South of Scotland Enterprise</b><br>T: 0300 304 8888  | Capital costs as well as training and employment with a focus on economic and tourism development   | £300,000          |
| <b>Shared Prosperity Fund</b>   | Likely to target people and places most in need, such as ex-industrial areas, deprived towns and rural and coastal communities – still very limited information available   | Unknown but large |
| <b>SRDP Providing Public Access</b><br><br><a href="mailto:srdpenquiriesouth@nature.scot">srdpenquiriesouth@nature.scot</a> | Supports new and upgraded paths for public use, providing improved links and connectivity, improved path conditions and barrier free access for all – note the current application round will close on 30 June 2021   | £25,000           |
| <b>Fallago</b><br><br><a href="mailto:fallago@tweedforum.org">fallago@tweedforum.org</a>                                    | To enhance the quality of life for local communities and visitors to the Borders through investment in the protection, enhancement and appreciation of the natural, built and cultural heritage of the Scottish Borders environment. The main emphasis of the Fund will be on capital projects that leave a long-term legacy                    | Up to £50,000     |
| <b>Total</b>  |   | <b>£1,050,000</b> |



The above figures are indicative but broadly suggest realistic (or potentially necessary) funding interventions for each project funder (note that no funders have been approached in relation to this project). The above figures leave a funding gap of £80,000. In order to fill this funding gap, the following supporting funds have been identified as most applicable to the project based on award criteria and priorities. Some of these funds may require a different applicant body.

#### Supporting funds

| <b>Fund</b>  | <b>Size</b>                 | <b>Notes</b>  |
|--|-----------------------------|---|
| <b>AEB Charitable Trust</b>                              | £1,000 - £10,000            | Eligible projects include the promotion of interests of wildlife, ecology and nature and favour causes in the Lothian and Borders regions. Deadlines annually in November with decisions in March |
|  |                             | Contact: <a href="https://www.turcanconnell.com/the-aeb-charitable-trust/">https://www.turcanconnell.com/the-aeb-charitable-trust/</a>  |
| <b>Airbnb – Community Tourism Programme</b>              | €1,000 - €100,000           | For projects across Europe that welcome tourism in new ways to strengthen communities, empower citizens, and preserve and promote local culture   |
|  |                             | Contact: <a href="https://actnow.airbnb citizen.com/nXL8sTU">https://actnow.airbnb citizen.com/nXL8sTU</a>  |
| <b>Cruden Foundation</b>                                 | Average £1,815, max £20,000 | For small and medium sized registered charities throughout Scotland, targeting community welfare, medical support and research, the arts, education and heritage conservation.                    |
|  |                             | Contact: <a href="https://www.cruden-ltd.co.uk/group/about-us/corporate-and-social-responsibility">https://www.cruden-ltd.co.uk/group/about-us/corporate-and-social-responsibility</a>            |
| <b>Foundation Scotland – Langhope Rig Community Fund</b> | Up to £20,000               | Supports community projects benefitting those living in the areas of Ettrick & Yarrow, Lilliesleaf, Ashkirk & Midlem, Upper Teviotdale and Borthwick Water, Hawick and Denholm & District         |
|  |                             | Contact: <a href="mailto:communitybenefit@foundationscotland.org.uk">communitybenefit@foundationscotland.org.uk</a>   |
| <b>Foyle Foundation - Small and Main Grants Schemes</b>  | £1,000 - £10,000            | To support smaller charities in the UK, especially those working at grass roots and local community level   |
|  |                             | Contact: <a href="http://www.foylefoundation.org.uk/how-to-apply/">http://www.foylefoundation.org.uk/how-to-apply/</a>  |
| <b>MCS Charitable Foundation</b>                         | £5,000 - £50,000            | A range of projects that advance our mission to accelerate the adoption of renewable energy and low carbon technologies   |
|  |                             | Contact: <a href="http://www.mcscharitablefoundation.org/funding">www.mcscharitablefoundation.org/funding</a>   |
| <b>National Lottery Heritage Fund</b>                    | £3,000 to £10,000           | Most likely the small grants fund to cover elements such as training, placements and any interpretation   |
|  |                             | Contact: <a href="https://www.heritagefund.org.uk/">https://www.heritagefund.org.uk/</a>  |
| <b>NatureScot – Future Routes Fund</b>                   | £20,000                     | To help young people to improve their local environment, increase their knowledge and understanding of Scottish biodiversity, and to provide more opportunities for them to connect with nature.  |
|  |                             | Contact: <a href="https://www.nature.scot/funding-and-projects/future-routes-fund">https://www.nature.scot/funding-and-projects/future-routes-fund</a>  |

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|  |  |   |
|--|--|---|
| <b>Robert Barr's Charitable Trust</b>                    | N/A  | Supports the relief of poverty, aid for the aged, the infirm and handicapped, the advancement of education, the provision of recreational facilities and the preservation of buildings or other items of national or historic interest.               |
|  | Contact: <a href="mailto:sandra.graham@dentons.com">sandra.graham@dentons.com</a>  |   |
| <b>Scottish Borders Council – Common Good Funds</b>      | N/A  | The funds operate in Selkirk and may be used to provide advancement of citizenship or community development.  |
|  | Contact: Fiona Walling 01835 826504 <a href="mailto:fwalling@scotborders.gov.uk">fwalling@scotborders.gov.uk</a>   |   |
| <b>Scottish Borders Council Community Grant Scheme</b>   | max £10,000  | The fund provides support to voluntary and community groups that are active within their communities, and to assist communities or interest groups with the development of community-based projects.  |
|  | Contact: <a href="https://www.scotborders.gov.uk/info/20076/community_grants_and_funding/261/community_grant_scheme">https://www.scotborders.gov.uk/info/20076/community_grants_and_funding/261/community_grant_scheme</a> |   |
| <b>SSE Scottish Borders Sustainable Development Fund</b> | £10,000 to £250,000  | The priority areas include 'Building sustainable places: stimulate meaningful community regeneration' with a geographic focus on the Scottish Borders   |
|  | Contact: <a href="mailto:lindsay.dougan@sse.com">lindsay.dougan@sse.com</a> / <a href="mailto:marianne.townsley@sse.com">marianne.townsley@sse.com</a>   |   |
| <b>Trusthouse Charitable Foundation Small Grants</b>     | £2,000-£10,000   | For rural communities that have a population of under 10,000 and are in a remote, rural, economically deprived area where there are few local facilities – projects fall roughly into two categories: Community Support; Arts, Education and Heritage |
|  | Contact: <a href="https://www.trusthousecharitablefoundation.org.uk/our-grants/small-grants">https://www.trusthousecharitablefoundation.org.uk/our-grants/small-grants</a>   |   |

## Funding Programme

| Year                                     | 2021        |             |                   |                   |
|--|-------------|-------------|-------------------|-------------------|
| Quarter                                  | September   | October     | November          | December          |
| <b>Planning and development</b>          |             |             |                   |                   |
| Scottish Borders Council                 | Discussions | Application | £30,000           |                   |
| SOSE                                     | Discussions | Application | £30,000           |                   |
| Additional                               | Discussions | Application | £25,000           |                   |
| <b>Total funding</b>                     |             |             |                   | <b>£85,000</b>    |
|  | 2022        |             |                   |                   |
| Quarter                                  | Jan-Mar     | Apr-Jun     | Jul-Sep           | Oct-Dec           |
| <b>Delivery capital and Operation</b>    |             |             |                   |                   |
| RTIF – Rural Tourism Infrastructure Fund | Discussions | Application | Award             |                   |
| Scottish Borders Council                 | Discussions | Application | Award             |                   |
| SOSE – South of Scotland Enterprise      | Discussions | Application | Award             |                   |
| Shared Prosperity Fund                   |             | Discussions | Application       | Award             |
| SRDP Providing Public Access             |             | Discussions | Application       | Award             |
| Fallago                                  |             | Discussions | Application       | Award             |
| Other Grant Applications                 |             | Discussions | Application       | Award             |
| <b>Total funding</b>                     |             |             | <b>c.£975,000</b> | <b>c.£155,000</b> |

## 5.2 Risk strategy

Like all projects, the Selkirk car parking project comes with risks. The core risks are separated into those associated with developing and delivering the project and then those with its subsequent operation.

The risk register overleaf is similarly divided into two phases:

1. Development and Delivery
2. Operation

For each identified risk in the register the entries comprise:

- Risk number – specific to each risk
- Risk description – a short explanation of the risk
- Probability – a score of 1 to 3 regarding likelihood of risk occurring (one is least likely, three is most likely)
- Impact – a score of 1 to 3 regarding the impact of the risk (one is least impact, three is most) on the project or the operation
- Risk score – the multiplication of probability and impact
- Mitigation – the actions to take to avoid the risk occurring
- Contingency / Response – the actions to take if the risk occurs
- Lead – the individual or group responsible for the mitigation action

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**Development and delivery**

| <b>Risk number</b> | <b>Risk description</b>  | <b>Probability</b> | <b>Impact</b> | <b>Risk score</b> | <b>Mitigation</b>  | <b>Contingency / Response</b>  | <b>Lead</b>                       |
|--------------------|--|--------------------|---------------|-------------------|--|--|-----------------------------------|
| <b>DD1</b>         | Selkirk Means Business lacks the experience and resources to deliver (due to illness, over commitment or additional skills requirements) | 1                  | 2             | <b>2</b>          | Review group capacity and experience to ensure required capacity is present<br>Develop a delivery group to provide specific industry knowledge as required | Recruit new / replacement members<br>Consider paid project development officer             | Selkirk Means Business            |
| <b>DD2</b>         | Support from SBC is no longer provided or is insufficient (including SBC managing the construction contract)                             | 1                  | 3             | <b>3</b>          | Close liaison and collaboration to ensure support is secured and ongoing for the duration of requirement   | Be aware of potential replacement support (in kind and / or paid)                          | Selkirk Means Business            |
| <b>DD3</b>         | Planning permission refusal or restrictions impacting upon operation   | 1                  | 2             | <b>2</b>          | Involve SBC planning department and HES at the earliest stage and continue involvement through to planning application                                     | Revise design proposals, ensuring that the updated designs meet objectives and are viable  | Landscape Architect / Design Team |
| <b>DD4</b>         | Changes as the Haining Trust resulting in refusal to use land  | 1                  | 3             | <b>3</b>          | Ongoing full involvement of Haining Trust to ensure use of Chicken Acre as the project moves forward   | Assess reasons for refusal and address these   | Selkirk Means Business            |
| <b>DD5</b>         | Community opposition to final scheme proposals or elements of  | 1                  | 3             | <b>3</b>          | Ongoing consultation with community of final draft and final proposals with opportunities for feedback, discussion and changes                             | Address concerns either through design changes or through community discussion             | Selkirk Means Business            |
| <b>DD6</b>         | Lack of sufficient large capital grants, leaving a funding gap too large to achieve through a small grants fundraising campaign          | 2                  | 3             | <b>6</b>          | Secure 'in-principle' funds from major grant sources early<br>Produce a robust funding plan  | To consider extending the development phase<br>Consider employing a fundraising consultant | Selkirk Means Business            |
| <b>DD7</b>         | Funding targets are not met by deadline dates  | 2                  | 3             | <b>6</b>          | Forward plan funding milestones and act early contracting additional fundraising expertise   | Negotiate 'hold' period with early funders while the remainder is raised                   | Selkirk Means Business            |
| <b>DD8</b>         | Building costs are higher than expected due to unforeseen building, site or ground conditions  | 1                  | 3             | <b>3</b>          | Identify all potential requirements, fully cost and ensure sufficient contingency is in place in capital budget  | Raise additional finance or look to where costs can be saved elsewhere                     | Design Team                       |

Rob Robinson **Heritage Consulting** with **MBLA Design Ltd.**  
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| <b>Risk number</b> | <b>Risk description</b>   | <b>Probability</b> | <b>Impact</b> | <b>Risk score</b> | <b>Mitigation</b>   | <b>Contingency / Response</b>  | <b>Lead</b>       |
|--------------------|---|--------------------|---------------|-------------------|---|--|-------------------|
| <b>DD9</b>         | Building costs are higher than expected due to rises in inflation         | 1                  | 2             | <b>2</b>          | QS to adequately account for inflation costs and ensure sufficient contingency is in place in capital budget  | Raise additional finance or look to where costs can be saved elsewhere   | QS                |
| <b>DD10</b>        | Tenders for contractors are over budget                                   | 1                  | 3             | <b>3</b>          | Ensure initial development costs are accurate before tendering through contractor discussions and site visits<br>Ensure QS project costs are sufficiently accurate and include contingency at 15% minimum | Re-tender, look for capital savings or find additional funds   | QS                |
| <b>DD11</b>        | Contractors demand additional fees for works                              | 1                  | 2             | <b>2</b>          | Produce fixed fee contract and minimise changes (agree all changes in writing before continuing)  | Ensure that a contingency is in place for additional fees to cover changes or additional works not in original scope       | QS                |
| <b>DD12</b>        | Project budget cuts result in unacceptable changes to the visitor product | 1                  | 3             | <b>3</b>          | Accurately cost all capital elements<br>Identify priority elements that cannot be reduced in scale or budget and ring-fence the budget for vulnerable areas   | Raise additional finance or look to where acceptable costs can be saved elsewhere<br>Devise a phased approach if necessary | QS                |
| <b>DD13</b>        | Contractor delays in mobilisation and delivery                            | 2                  | 2             | <b>4</b>          | Produce a realistic delivery programme to which the contractor signs up to  | Ensure appropriate slack in programme and contingency in budget to cover this (penalty clauses)                            | QS                |
| <b>DD14</b>        | Major incident on site such as flood, fire or fatality                    | 1                  | 3             | <b>3</b>          | Contractor to produce a full site safety plan   | Ensure contractor has appropriate levels of insurance in place to cover all potential incidents                            | CDM / Design Team |
| <b>DD15</b>        | Contractor insolvency during works  | 1                  | 3             | <b>3</b>          | Undertake due diligence for contractor and ensure payment terms / performance bond cover any potential project losses   | Contingency budget for re-tendering and review programme and costs   | QS / Design Team  |

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**Selkirk Haining integration and car parking Feasibility Study and Action Plan**  
Selkirk Means Business in partnership with the Haining Trust

**Operation**

| <b>Risk number</b> | <b>Risk description</b>  | <b>Probability</b> | <b>Impact</b> | <b>Risk score</b> | <b>Mitigation</b>  | <b>Contingency / Response</b>   | <b>Lead</b>             |
|--------------------|--|--------------------|---------------|-------------------|--|---|-------------------------|
| <b>Op1</b>         | Reputational risk to (funding) partners if the project is not regarded as a success                                    | 1                  | 2             | <b>2</b>          | Clear agreements with (funding) partners regarding levels of funding, focus of funding and what constitutes success and how this is measured | Focus on elements of the project that demonstrate the greatest impacts or levels of success                               | Selkirk Means Business  |
| <b>Op2</b>         | Tourism / visitor decline from ongoing regional lockdowns results in poorer overnight visitor numbers than anticipated | 1                  | 2             | <b>2</b>          | Review and update working business plan to ensure robust operating model with flexibility and make / promote as Covid safe                   | Monitor numbers closely and continually adjust product and marketing to cater for emerging, growth and profitable markets | The Haining Trust       |
| <b>Op3</b>         | Increased campsite operating expenditure above anticipated budgets impacts on financial sustainability                 | 1                  | 3             | <b>3</b>          | Review and update business plan to include more detailed projections of operating costs to ensure accurate assumptions                       | Investigate further options to reduce operating costs   | The Haining Trust       |
| <b>Op4</b>         | Insufficient ongoing income / resources to properly manage and maintain the campervan pitches                          | 1                  | 3             | <b>3</b>          | Review and amend pricing structure and maintenance programme   | Supplement with further grant funding if required   | The Haining Trust       |
| <b>Op5</b>         | Failure to recruit or retain suitable campervan pitch maintenance personnel  | 2                  | 2             | <b>4</b>          | Headhunt key personnel and provide adequate motivation to stay<br>Employ ahead of opening  | Review and understand reasons and address – e.g. increase the salary and review the business plan                         | The Haining Trust       |
| <b>Op6</b>         | Any installed interpretive quickly become out of date or damaged   | 2                  | 2             | <b>4</b>          | Seek professional interpretive involvement during planning and delivery, ensuring design, siting and materials are suitable                  | Seek funding to replace if required   | SBC / The Haining Trust |
| <b>Op7</b>         | Insufficient campervan pitches for demand  | 2                  | 3             | <b>6</b>          | Ensure through design consultation that all spaces are adequate in both size and number  | Identify areas for future expansion   | The Haining Trust       |

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## 6.0 Action Plan

### 6.1 Introduction

This section of the report sets out the next steps for taking the project forward. It provides the crucial next steps and a programme taking the project to delivery. Importantly, it also provides a recommendation on who leads and delivers the project.

### 6.2 The delivery vehicle

A large question in taking this project forward is 'who should lead?' And indeed related to this, 'is the current group the right group?' 'Does it have sufficient experience and skills?'

Any project of this nature and scale will require paid professional input in order to move from plan to reality. This will include a number of technical surveys, the expansion of the landscape design team and a variety of other specialists. Although much is delivered by contracted professionals and consultants, the work required of the client also increases substantially.

In order to progress, the crucial next stage requirements from the client team are funding applications, design team selection and management and further public engagement, ultimately followed by the administration of large amounts of money for contractor fees and project quality control and sign offs.

Selkirk Means Business has led the project well so far, and involved The Haining Trust, however, the project to date has been limited to this feasibility study. While SMB is a capable and experienced tourist development group, they do not have the time (or arguably skills) required to act as sole core client moving the project forwards. Similarly, The Haining Trust are not in a position to lead this project.

Moving forwards it is likely that a new project group or project partnership may need to be developed. It is suggested that this is led by Scottish Borders Council and includes The Haining Trust and Selkirk Means Business / representatives of the community.

An important next step in agreeing the most appropriate development and delivery vehicle for the project is for SMB to discuss with Scottish Borders Council examples of similar approaches recently employed elsewhere in the Borders and gain their recommendations on which approach may work best and where and how SBC can be of greatest assistance.

At this stage, a dedicated or separate paid Project Officer is not envisaged, although this may be required following discussions with SBC regarding capacity.

### **Important considerations**

There are two additional points of importance for the project going forwards that should be considered.

#### *Car park provision during works*

- Halliwell's is currently the main car park for Selkirk and it will be important that sufficient town car parking is provided at all times during works. This may mean the timing or programming of contractor works or the provision of suitable alternative, temporary parking. This has not been accounted for within the capital costs.

#### *VAT*

- The project VAT bill will be substantial and add a further £200,000 to the costs. Although SMB is VAT registered, it will be important that the lead applicant and financial controller is VAT registered. This may be a new body, although there are clear advantages of SBC acting as 'finance manager' for the delivery of the capital project element reducing VAT liability and costs. Again any VAT advice or legal costs for setting up a new body are not included within the project costs.

## **6.3 Critical path tasks**

The following actions present the key steps to be taken over the next two years, it should be noted that there will be additional smaller tasks to be undertaken over this time which are not mentioned here.

### **Short term (months 1 to 6)**

1. Agree and adopt feasibility study and concept proposals
2. Set up development / delivery group and lead personnel
3. Produce brief for design team – design and manage / development phase through to delivery with break clauses
4. Apply for project development funding
5. Secure project development funding
6. Tender and appoint full design team

### **Medium term (months 6 to 12)**

7. Liaise with SBC / HES / SOSE prior to design development
8. Initial enquiries to all delivery phase funders and production of funding plan with priorities, actions and timescales
9. Surveys to include topographical survey of the existing Halliwell's Car Park and Chicken Acre and ecological survey Habitat Phase 1 of Chicken Acre

(and potential woodland management plan for Chicken Acre) as well as drains / utilities survey

10. Develop final designs to Landscape Institute stage D-E: Sketch Scheme and Detailed Proposals (RIBA 3 Spatial Coordination) and cost
11. Consult on final designs with agencies, stakeholders and public
12. Approve final designs and costs
13. Appoint lawyers and sign formal agreement regarding use of Chicken Acre land for car park extension
14. Apply for planning permission
15. Revise delivery phase funding plan
16. Continued community consultation for feedback and buy-in
17. Delivery phase funding applications

**Long term (months 13-27)**

18. Design and cost to Landscape Institute stage F-H: Production Information and Bills of Quantities (towards RIBA 4 Technical Design) and final specifications
19. Secure delivery phase funding
20. Contractor brief, Landscape Institute stage G: Tender action
21. Contractor tender and appointment, Landscape Institute stage J: Contract Preparation
22. Capital works programme agreed
23. Capital works, Landscape Institute stage K: Construction (RIBA 5 Construction) – this will include an archaeological watching brief
24. Completion, Landscape Institute stage L: Completion (RIBA 6 Handover)

It is indicated that the project will take two and a half years including further development and delivery. The construction phase may take around nine months and the facility may therefore be realistically expected to be open to the public by the end of 2023 (at the earliest).

## 6.4 Programme

| Year  |            | 2021 |   | 2022 |   |   |   | 2023 |   |   |   |
|---|------------|------|---|------|---|---|---|------|---|---|---|
| Quarter   |            | 3    | 4 | 1    | 2 | 3 | 4 | 1    | 2 | 3 | 4 |
| <b>Short term (months 1 to 6)</b>                                       |            |      |   |      |   |   |   |      |   |   |   |
| 1. Adopt feasibility study and proposals                                | SMB        |      |   |      |   |   |   |      |   |   |   |
| 2. Set up delivery group / lead personnel                               | SMB        |      |   |      |   |   |   |      |   |   |   |
| 3. Produce brief for design team  | PG         |      |   |      |   |   |   |      |   |   |   |
| 4. Apply for project development funding                                | PG         |      |   |      |   |   |   |      |   |   |   |
| 5. Secure project development funding                                   | PL         |      |   |      |   |   |   |      |   |   |   |
| 6. Tender and appoint full design team                                  | PG         |      |   |      |   |   |   |      |   |   |   |
| <b>Medium term (months 6 to 12)</b>                                     |            |      |   |      |   |   |   |      |   |   |   |
| 7. Liaise with SBC / HES / SOSE   | PL         |      |   |      |   |   |   |      |   |   |   |
| 8. Initial enquiries to all delivery funders                            | PG         |      |   |      |   |   |   |      |   |   |   |
| 9. Surveys – topographical / ecological                                 | DT         |      |   |      |   |   |   |      |   |   |   |
| 10. Develop final designs and cost                                      | DT         |      |   |      |   |   |   |      |   |   |   |
| 11. Consult on final designs  | PG         |      |   |      |   |   |   |      |   |   |   |
| 12. Approve final designs and costs                                     | PG         |      |   |      |   |   |   |      |   |   |   |
| 13. Appoint lawyers and sign formal Chicken Acre use agreement          | PG         |      |   |      |   |   |   |      |   |   |   |
| 14. Apply for planning permission                                       | DT         |      |   |      |   |   |   |      |   |   |   |
| 15. Revise delivery phase funding plan                                  | PL         |      |   |      |   |   |   |      |   |   |   |
| 16. Continued community consultation                                    | PG         |      |   |      |   |   |   |      |   |   |   |
| 17. Delivery phase funding applications                                 | PL         |      |   |      |   |   |   |      |   |   |   |
| <b>Long term (months 13-27)</b>   |            |      |   |      |   |   |   |      |   |   |   |
| 18. Design and cost to LI stage F-H and final specifications            | DT         |      |   |      |   |   |   |      |   |   |   |
| 19. Secure delivery phase funding                                       | PL         |      |   |      |   |   |   |      |   |   |   |
| 20. Contractor brief, LI stage G: Tender action                         | DT         |      |   |      |   |   |   |      |   |   |   |
| 21. Contractor tender and appointment, LI stage J: Contract Preparation | DT/<br>PL  |      |   |      |   |   |   |      |   |   |   |
| 22. Capital works programme agreed                                      | DT         |      |   |      |   |   |   |      |   |   |   |
| 23. Capital works, LI stage K: Construction                             | DT         |      |   |      |   |   |   |      |   |   |   |
| 24. Completion, LI stage L: Completion                                  | DT /<br>PL |      |   |      |   |   |   |      |   |   |   |

SMB – Selkirk Means Business  
PL – Project Lead  
PG – Project Group  
DT – Design Team



# Appendix

- A) Stakeholder consultation list**
- B) Car park survey summary**
- C) Community consultation summary**
- D) Full project costing**

## **A) Stakeholder consultation list**

In addition to the involvement of Selkirk Means Business, the Haining Trust and the local Selkirk community the following organisations and agencies have been involved or updated:

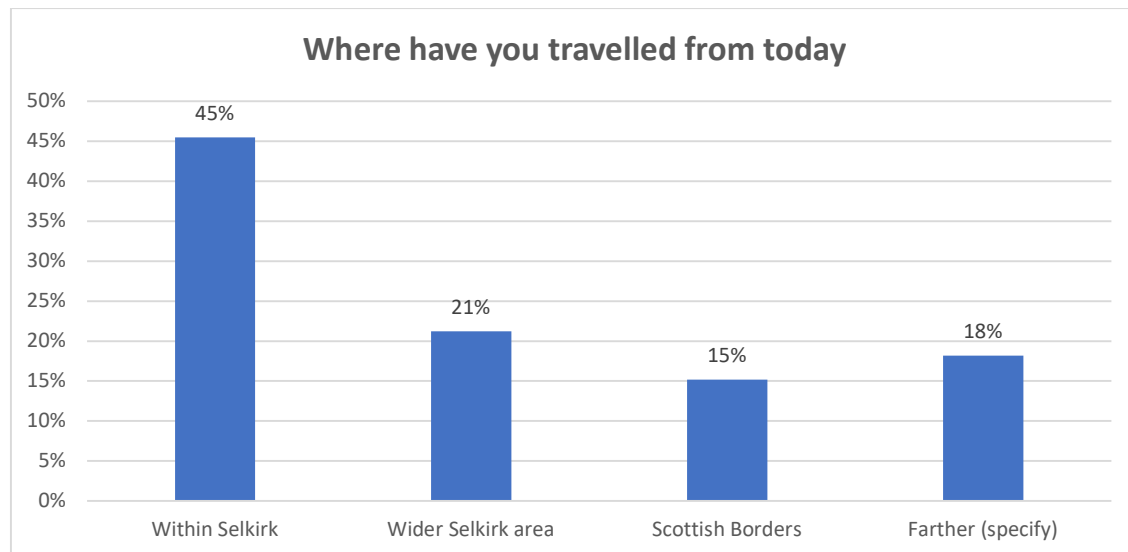
- Ben Lamb, Director of Operations, Live Borders
- Brett Taylor, Planning Officer, Scottish Borders Council
- Catherine Andrews Landscape Architect, Heritage and Design, Scottish Borders Council
- Catherine Middleton, Senior Casework Officer, Historic Environment Scotland
- Craig Blackie, Parks & Environment Manager, Scottish Borders Council
- Deborah McLean, Manager, Economic Development and Regeneration, Scottish Borders Council
- Deirdre Cameron, Senior Casework Officer, Historic Environment Scotland
- Derick Tait, Future Hawick
- Emma Guy, Go Tweed Valley
- Gary Haldane, EngTech MICE, Assistant Engineer - Road Safety & Traffic Management, Scottish Borders Council
- Graeme Johnstone, Lead Officer - Access and Transport, Scottish Borders Council
- Jason Hedley, Chief Officer Roads, Scottish Borders Council
- Julie Hogg, Community Development Specialist, SOSE
- Karen Ruthven, Planning, Scottish Borders Council
- Kate Pearson, SOSE
- Keith Elliot, Archaeology Officer, Scottish Borders Council
- Pip Tabor, The Southern Uplands Partnership
- Steven Robb, Deputy Head (Historic Buildings) Heritage Directorate, Historic Environment Scotland

## B) Car park survey summary

An observational and face to face car park survey was taken in Selkirk over 8.5 days between Monday 28<sup>th</sup> June (pilot testing morning and Sunday 11<sup>th</sup> July. The surveys were undertaken by Selkirk Rotary Club following a training session and covered 9am to 5pm over each day of the week with two Saturdays, one of which was a Farmers Market Day.

The car parks covered were Halliwell's, the Market Place and the Haining with observational counts every 30 minutes and face to face surveys on an ad-hoc basis where possible at Halliwell's. In total, there were approximately 135 vehicle counts per car park and 33 face to face interviews at Halliwell's car park.

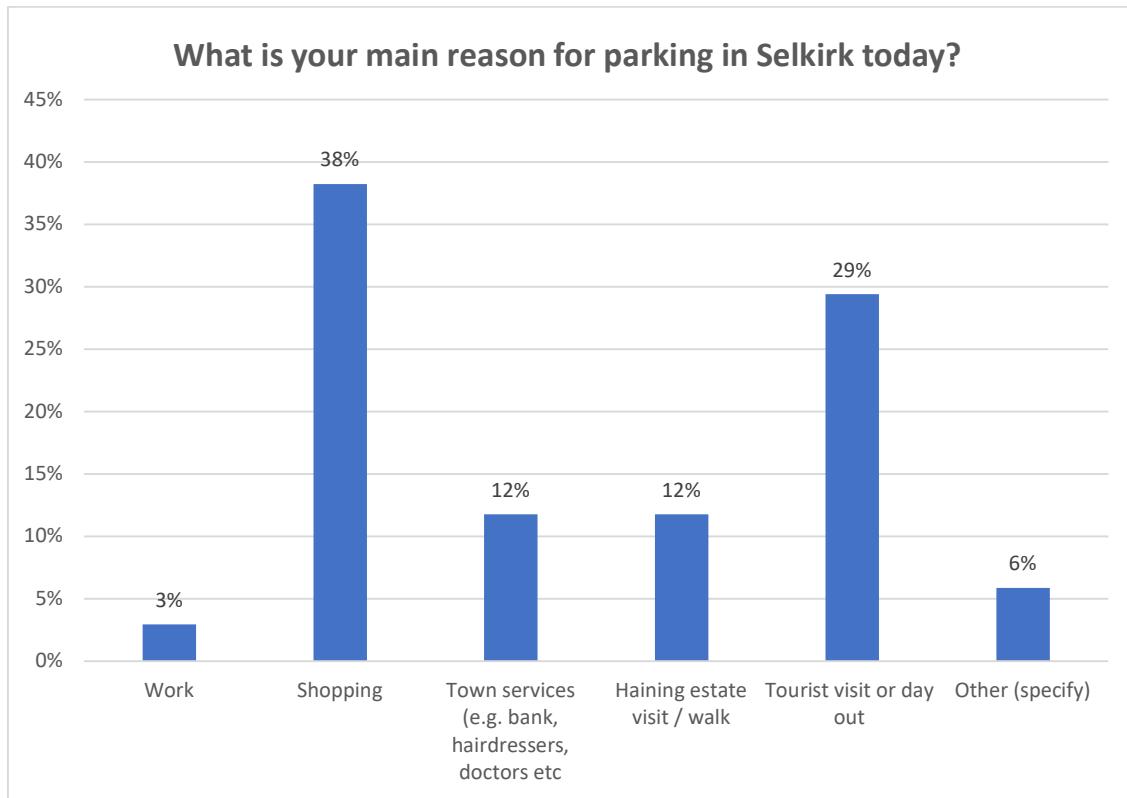
### Face to Face Survey Results (Halliwell's only)



Base: 33

#### Other / Farther locations

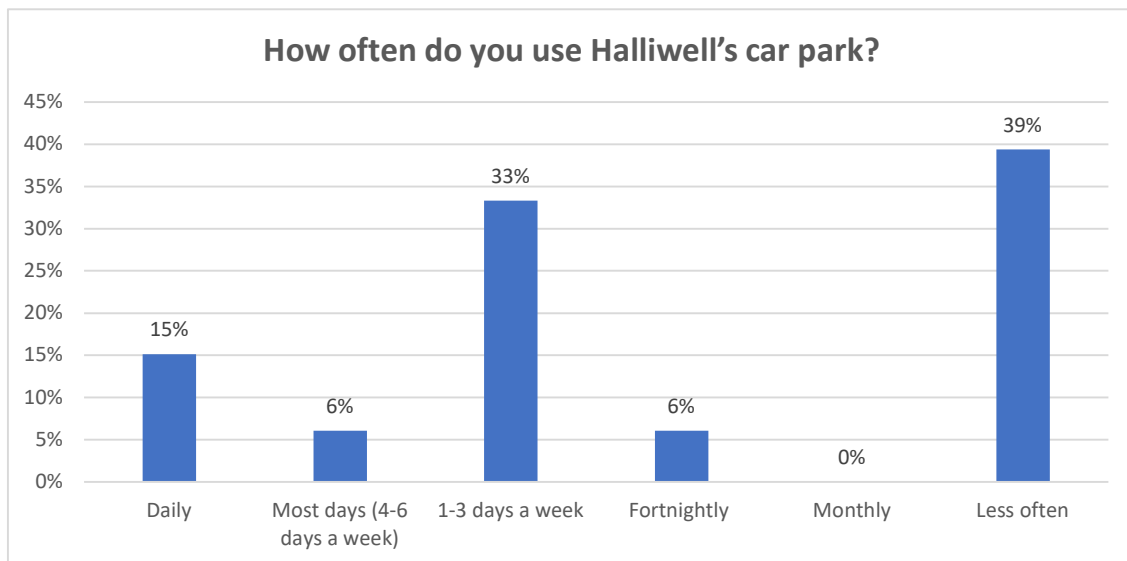
- Aberdeen
- Hull
- Lindean (within Selkirk)
- Banchory
- Selby



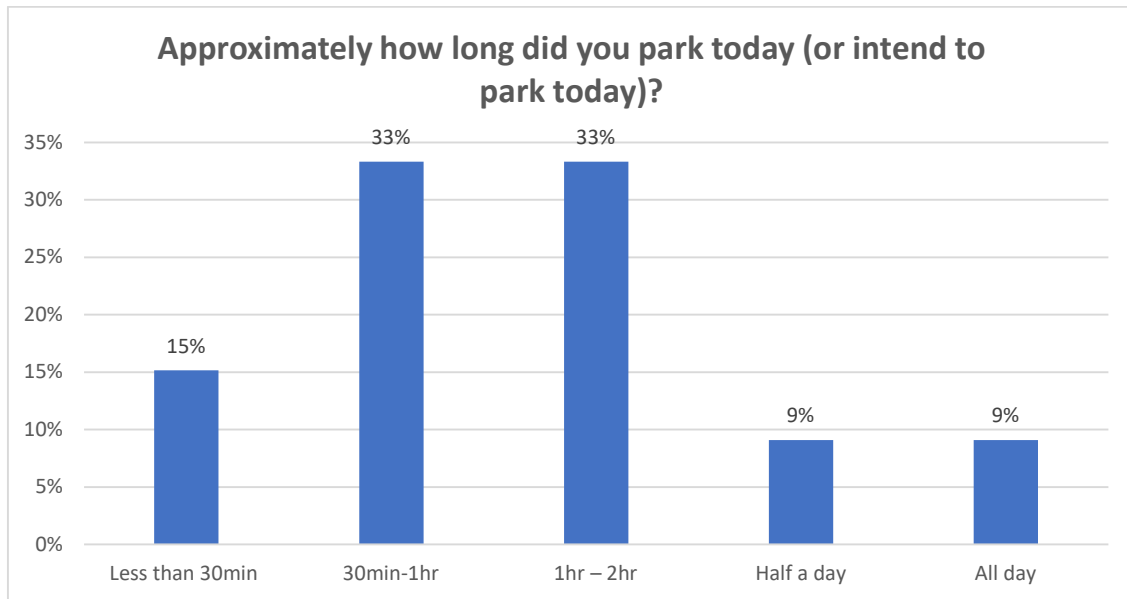
**Base: 33**

**Other**

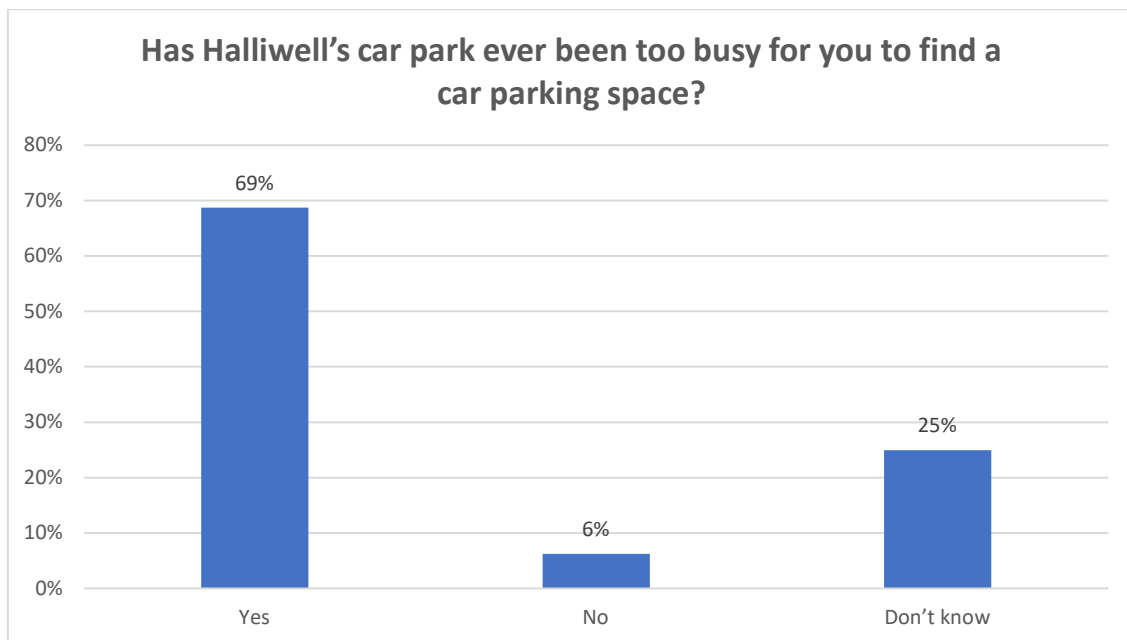
- Parking for home / holiday accommodation



**Base: 33**



**Base: 33**

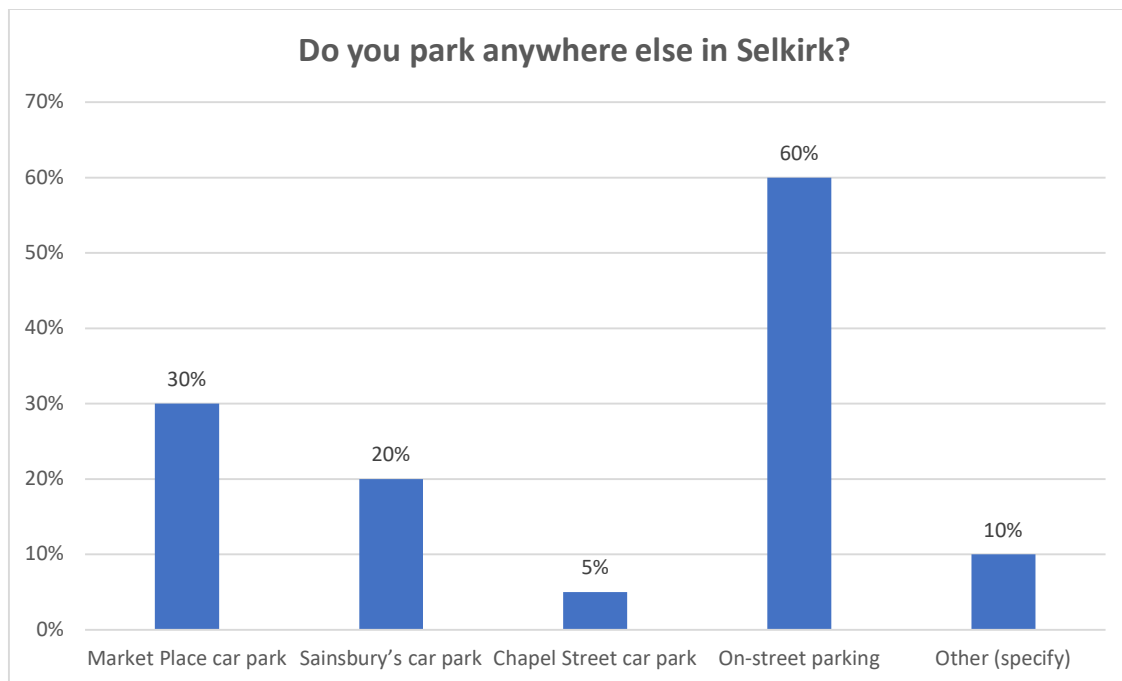


**Base: 32**



Regarding the number of times this has happened, responses comprised:

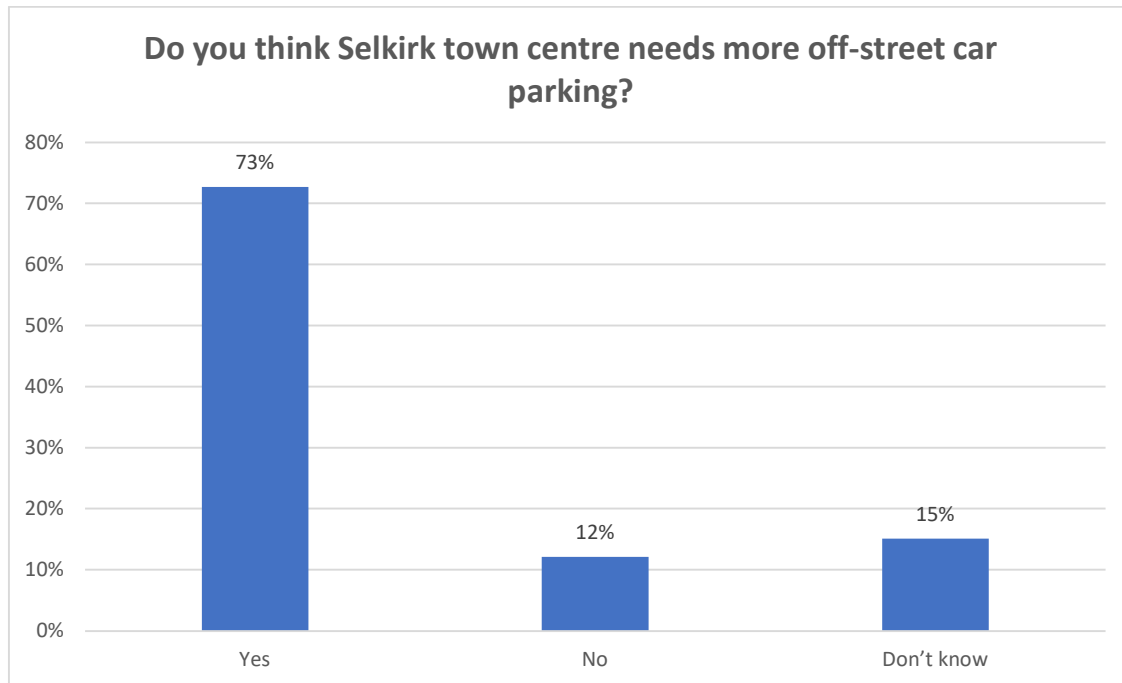
- 10 in last year
- 10 (most Saturdays)
- 4 times per week
- 5
- 10
- 3
- 5
- 3
- 4
- 10
- Many
- Often
- Many
- 5
- 5
- Always
- Often
- 3
- Most weekends



**Base: 20**

**Other**

- Police Station
- Where I can!



**Base: 33**

#### **Other comments regarding car parking in Selkirk**

- Free is good - use for holiday let parking
- No space for visitors to park / need more disabled parking
- Too busy to park most Saturdays
- First visit - tourist to area
- Gets really busy in the summer
- Parking is 'rubbish' in Selkirk
- No - don't want more parking / campervans on my doorstep
- Parking near shops on High Street causing huge problems
- Square pedestrianised
- Depends on day of week
- Not enough signage
- Halliwell's CP often used for access to Haining
- Like that CP is free
- Good to be free
- CP always busy
- Free is great
- Great car parking just not enough and not enough signage
- Bays better at an angle - should be all disabled in market square
- Visitors from Tillicoultry

## Halliwell's Observation

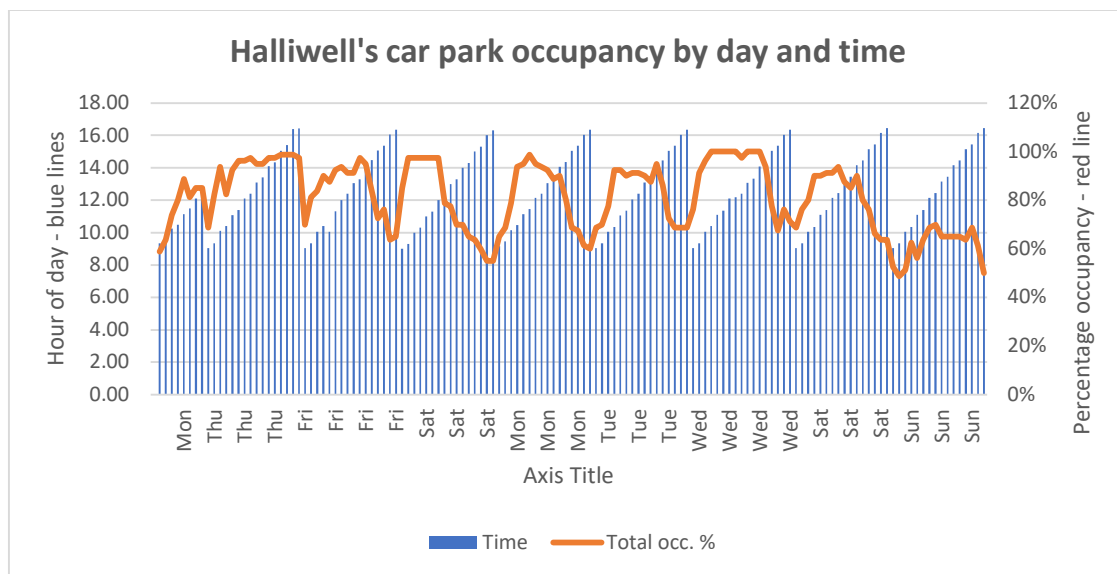
### Count averages

| Total occ. % | Occupied non-disabled spaces | Occupied disabled spaces | E-charge use | Vehicle types – No. of |      |            |            |             |
|--------------|------------------------------|--------------------------|--------------|------------------------|------|------------|------------|-------------|
|              |                              |                          |              | Cars                   | Vans | Large 4x4s | Motorbikes | Camper-vans |
| 81%          | 65.0                         | 0.7                      | 0.5          | 60.4                   | 3.0  | 1.5        | 0.1        | 0.1         |

Base: 137 counts

### Capacity occurrences

| Day         | Total occ. % | Occupied disabled spaces | E-charge use |
|-------------|--------------|--------------------------|--------------|
| Capacity    | 8            | 28                       | 7            |
| % of counts | 6%           | 20%                      | 5%           |
| Over 90%    | 58           |                          |              |
| % of counts | 42%          |                          |              |



Base: 137 counts

### Notes and comments:

- + SBC work van (not counted) and bank van (counted)
- 2 cars parked outside spaces
- No Signage at entrance to Haining
- Visitors not aware of car park at Haining
- 1 truck
- Could have filled car park twice from 9.30am (Farmers Market Day)
- Van in non-parking area
- Truck
- 5 cars in unmarked spaces

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- 2 cars in unmarked spaces
- Constant stream of vehicles all day
- Van in non-parking bay
- Visitors from Blyth, Blandford and Salisbury
- Car and larger van in non-car parking spaces
- 2 SBC vans in non-parking bays
- Cars entering and existing looking for spaces
- 1 car in non-parking space

**Daily non-disabled capacity figures by time**

| Time  | Mon | Thu | Fri | Sat | Mon | Tue | Wed  | Sat | Sun |
|-------|-----|-----|-----|-----|-----|-----|------|-----|-----|
| 9.05  | 59% | 69% | 70% | 85% | 65% | 69% | 76%  | 69% | 53% |
| 9.35  | 64% | 83% | 81% | 98% | 69% | 70% | 91%  | 76% | 49% |
| 10.05 | 74% | 94% | 84% | 98% | 79% | 78% | 96%  | 80% | 51% |
| 10.35 | 80% | 83% | 90% | 98% | 94% | 93% | 100% | 90% | 63% |
| 11.10 | 89% | 93% | 88% | 98% | 95% | 93% | 100% | 90% | 56% |
| 11.40 | 81% | 96% | 93% | 98% | 99% | 90% | 100% | 91% | 64% |
| 12.15 | 85% | 96% | 94% | 98% | 95% | 91% | 100% | 91% | 69% |
| 12.45 | 85% | 98% | 91% | 79% | 94% | 91% | 100% | 94% | 70% |
| 13.15 |     | 95% | 91% | 78% | 93% | 90% | 98%  | 88% | 65% |
| 13.45 |     | 95% | 98% | 70% | 89% | 88% | 100% | 85% | 65% |
| 14.15 |     | 98% | 95% | 70% | 90% | 95% | 100% | 90% | 65% |
| 14.45 |     | 98% | 84% | 65% | 80% | 86% | 100% | 80% | 65% |
| 15.15 |     | 99% | 73% | 64% | 69% | 73% | 94%  | 76% | 64% |
| 15.45 |     | 99% | 76% | 60% | 68% | 69% | 78%  | 66% | 69% |
| 16.15 |     | 99% | 64% | 55% | 61% | 69% | 68%  | 64% | 61% |
| 16.45 |     | 98% | 65% | 55% | 60% | 69% | 76%  | 64% | 50% |

Base: 137 counts

**Market Place Observation**

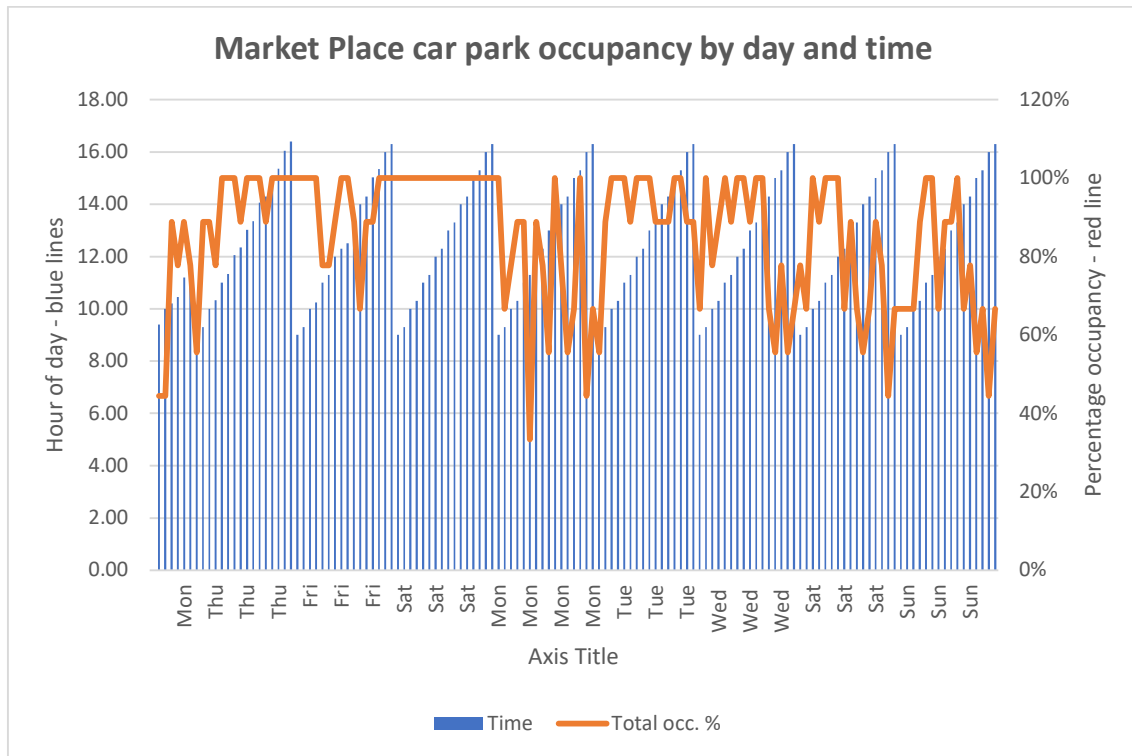
**Count averages**

| Total occ. % | Occupied non-disabled spaces | Occupied disabled spaces | E-charge use | Vehicle types – No. of |      |            |            |             |
|--------------|------------------------------|--------------------------|--------------|------------------------|------|------------|------------|-------------|
|              |                              |                          |              | Cars                   | Vans | Large 4x4s | Motorbikes | Camper-vans |
| 85%          | 7.7                          | 0.9                      | n/a          | 5.9                    | 0.5  | 0.4        | 0.2        | 0.0         |

Base: 134 counts

**Capacity occurrences**

| Day         | Total occ. % | Occupied disabled spaces |
|-------------|--------------|--------------------------|
| Capacity    | 59           | 44                       |
| % of counts | 44%          | 33%                      |



**Base: 134 counts**

**Notes and comments:**

- Misuse of disabled spaces
- Bikes using car parking spaces
- Cars driving in and out no spaces
- Large turnover of vehicles
- Misuse of disabled spaces
- And large van on pedestrian area
- When full, vehicles use unauthorised parking area
- Farmer's market - CP out of use all day
- Very little open (shops)
- Lots of questions re why all shops / cafés closed on Monday
- SBC truck parked on pavement for workmen
- 2 SBC vans in non-spaces
- SBC van parked on footpath
- Need to pedestrianise the Market Place
- Lots of comments on need to pedestrianise the Market Place
- No coach pick up or drop off stance

### Daily non-disabled capacity figures by time

| Time  | Mon | Thu  | Fri  | Sat<br>(Farmers<br>Market) | Mon  | Tue  | Wed  | Sat  | Sun  |
|-------|-----|------|------|----------------------------|------|------|------|------|------|
| 9.00  | 44% | 56%  | 100% | 100%                       | 100% | 56%  | 67%  | 78%  | 67%  |
| 9.30  | 44% | 89%  | 100% | 100%                       | 67%  | 89%  | 100% | 67%  | 67%  |
| 10.00 | 89% | 89%  | 100% | 100%                       | 78%  | 100% | 78%  | 100% | 67%  |
| 10.30 | 78% | 78%  | 100% | 100%                       | 89%  | 100% | 89%  | 89%  | 89%  |
| 11.00 | 89% | 100% | 78%  | 100%                       | 89%  | 100% | 100% | 100% | 100% |
| 11.30 | 78% | 100% | 78%  | 100%                       | 33%  | 89%  | 89%  | 100% | 100% |
| 12.00 |     | 100% | 89%  | 100%                       | 89%  | 100% | 100% | 100% | 67%  |
| 12.30 |     | 89%  | 100% | 100%                       | 78%  | 100% | 100% | 67%  | 89%  |
| 13.00 |     | 100% | 100% | 100%                       | 56%  | 100% | 89%  | 89%  | 89%  |
| 13.30 |     | 100% | 89%  | 100%                       | 100% | 89%  | 100% | 67%  | 100% |
| 14.00 |     | 100% | 67%  | 100%                       | 78%  | 89%  | 100% | 56%  | 67%  |
| 14.30 |     | 89%  | 89%  | 100%                       | 56%  | 89%  | 67%  | 67%  | 78%  |
| 15.00 |     | 100% | 89%  | 100%                       | 67%  | 100% | 56%  | 89%  | 56%  |
| 15.30 |     | 100% | 100% | 100%                       | 100% | 100% | 78%  | 78%  | 67%  |
| 16.00 |     | 100% | 100% | 100%                       | 44%  | 89%  | 56%  | 44%  | 44%  |
| 16.30 |     | 100% | 100% | 100%                       | 67%  | 89%  | 67%  | 67%  | 67%  |

Base: 134 counts

### Haining Observation

#### Count averages

| Total<br>occ. % | Occupied<br>non-<br>disabled<br>spaces | Occupied<br>disabled<br>spaces | E-charge<br>use | Vehicle types – No. of |      |               |            |                 |
|-----------------|--|--------------------------------|-----------------|------------------------|------|---------------|------------|-----------------|
|                 |  |                                |                 | Cars                   | Vans | Large<br>4x4s | Motorbikes | Camper-<br>vans |
| 34%             | 3.4                                    | n/a                            | n/a             | 3.2                    | 0.0  | 0.2           | 0.0        | 0.0             |

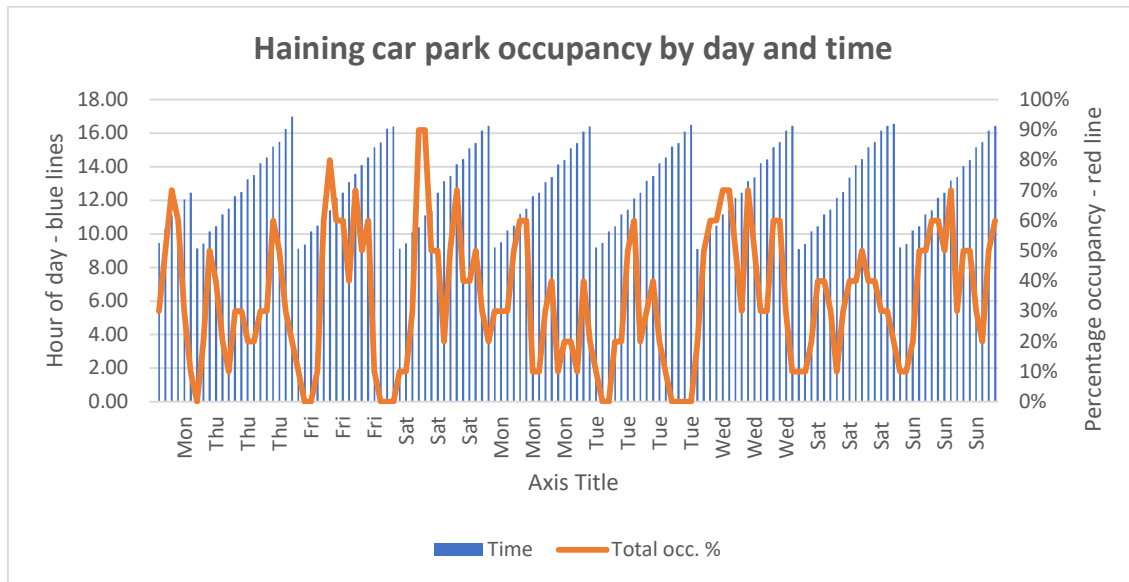
Base: 133 counts

#### Capacity occurrences

Note that the car park was never at capacity and was at 90% capacity on only 2 counts.



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**Base: 133 counts**

**Notes and comments:**

- No signage for car park so visitors don't know it's here or that they can park there / No signage / Lack of signage
- Haggis box on site
- Only locals aware of this car park

**Daily non-disabled capacity figures by time**

| Time  | Mon | Thu | Fri | Sat | Mon | Tue | Wed | Sat | Sun |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 9.1   | 30% | 0%  | 10% | n/a | 30% | 10% | 20% | 10% | 10% |
| 9.4   | 50% | 20% | 0%  | 10% | 30% | 0%  | 50% | 10% | 10% |
| 10.15 | 70% | 50% | 0%  | 10% | 30% | 0%  | 60% | 20% | 20% |
| 10.45 | 60% | 40% | 10% | 30% | 50% | 20% | 60% | 40% | 50% |
| 11.15 | 30% | 20% | 60% | 90% | 60% | 20% | 70% | 40% | 50% |
| 11.45 | 10% | 10% | 80% | 90% | 60% | 50% | 70% | 30% | 60% |
| 12.15 |     | 30% | 60% | 50% | 10% | 60% | 50% | 10% | 60% |
| 12.5  |     | 30% | 60% | 50% | 10% | 20% | 30% | 30% | 50% |
| 13.35 |     | 20% | 40% | 20% | 30% | 30% | 70% | 40% | 70% |
| 14.1  |     | 20% | 70% | 50% | 40% | 40% | 50% | 40% | 30% |
| 14.45 |     | 30% | 50% | 70% | 10% | 20% | 30% | 50% | 50% |
| 15.15 |     | 30% | 60% | 40% | 20% | 10% | 30% | 40% | 50% |
| 15.45 |     | 60% | 10% | 40% | 20% | 0%  | 60% | 40% | 30% |
| 16.15 |     | 50% | 0%  | 50% | 10% | 0%  | 60% | 30% | 20% |
| 16.45 |     | 30% | 0%  | 30% | 40% | 0%  | 30% | 30% | 50% |
| 16.55 |     | 20% | 0%  | 20% | 20% | 0%  | 10% | 20% | 60% |

**Base: 133 counts**

## C) Community consultation summary

### Introduction

The preferred car parking (and campervan pitch) option was developed and subject to public consultation, visible in vacant retail units in Selkirk and online with responses collected through a survey monkey weblink / QR code.

The displays included three large boards, one with background and context, one primarily with changes to the existing car park and one with the expanded car park and campervan proposals. They were displayed at shops on Tower Street (10<sup>th</sup> to 19<sup>th</sup> March) and Market Place (19<sup>th</sup> March to 7<sup>th</sup> April). The online survey was open from 9<sup>th</sup> March to the 12<sup>th</sup> April and was well publicised both on the exhibition and through local social media networks.

The online survey was designed to be completed without seeing the exhibition and included all the necessary drawings, illustrations and photographs.

In total there were some 858 responses. In the later stages of the consultation the survey attracted considerable interest from the campervan community and a large proportion of entries were from those favouring a new campervan site. While this demonstrates the strong market demand for the campervan pitches, it is felt that the proportion of entries creates a survey bias.

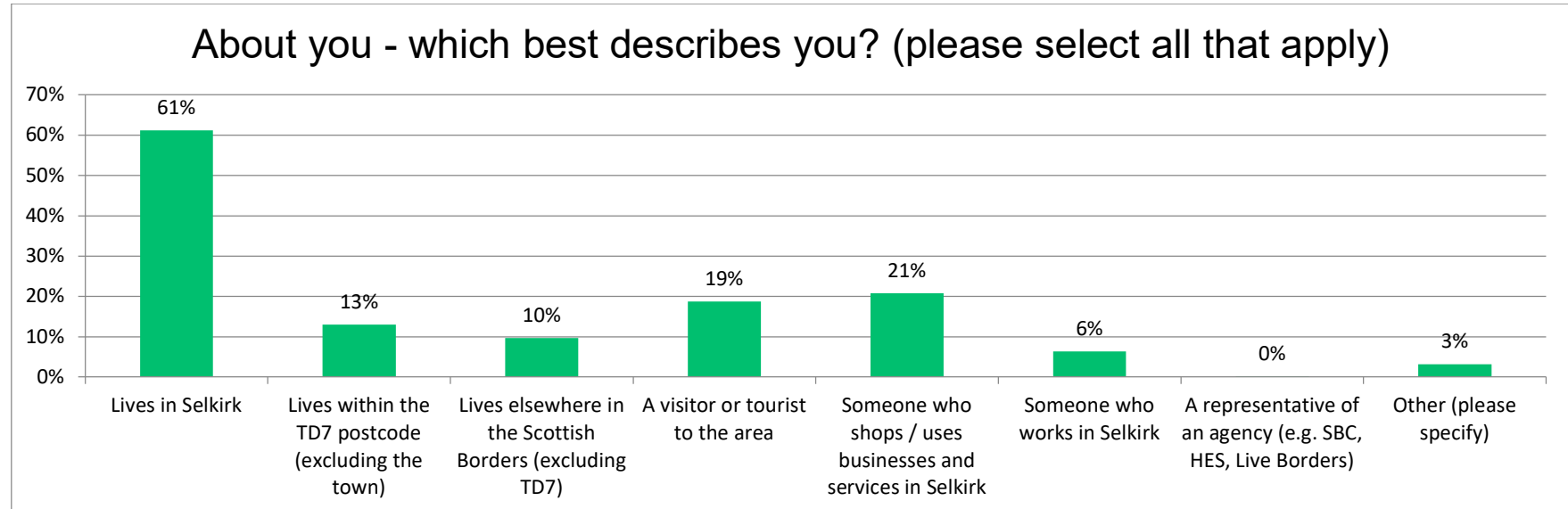
The results presented below are therefore split into 'all excluding the campervan only responses', of which there were 477 completed surveys and the 'campervan only responses', which numbered 415. There is a slight overlap in totals as some campervan visitors also visit Selkirk using other modes of transport at other times. Both provide a statistically reliable survey with minimal margins of error. It should be noted that with a local population of around 5,500, these response rates are very high.

The full results are available in excel format; a summary is provided below.

## Responses

### Origin

Responses were primarily from those living in Selkirk (61%) with 292 responses.



Base: 477 (excludes campervan only responses)

The other category was most frequently campervan / motorhome owners, former residents returning and people visiting family who live locally.

It should be noted that agencies had been consulted directly before the public consultation and further additional agency consultation responses came in separately to the survey during the survey period.

As stated earlier, those who arrive by campervan only are treated separately and numbered 415 responses. Of these, the majority 96% (399) were visitors / tourists to the area, 5% (20) were using shops and businesses and 2% (8) were residents of elsewhere in the Scottish Borders (excluding TD7).

### Do you think Selkirk needs more car parking?

All excluding campervan only:



Base: 476

Campervan only:



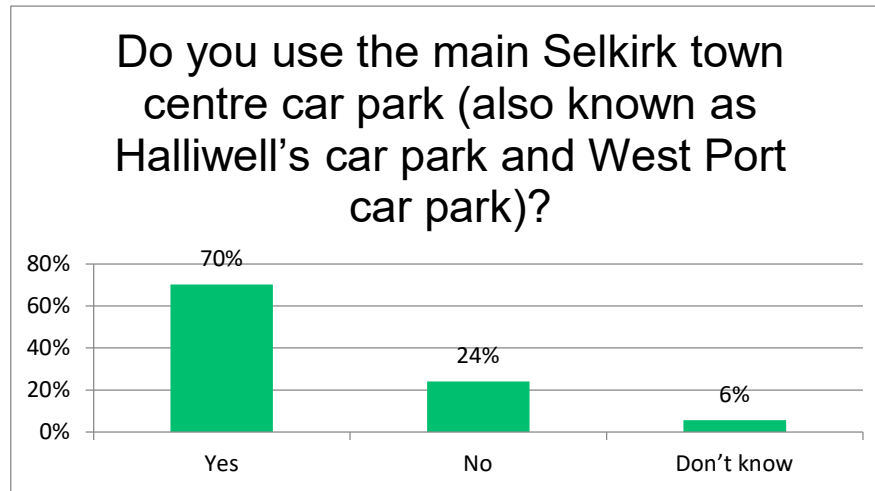
Base: 415

The majority of people felt that Selkirk needs more car parking; 80% of all (excluding campervan only visitors) and 70% of campervan only visitors. 11% of all excluding campervan only visitors thought that Selkirk does not need more car parking. Understandably, a higher proportion of campervan only visitors did not know (30%).

Interestingly, a higher proportion of those living in Selkirk / TD7 postcode felt that Selkirk needs more parking (84%), although the percentage of those thinking it does not also increased (13%).

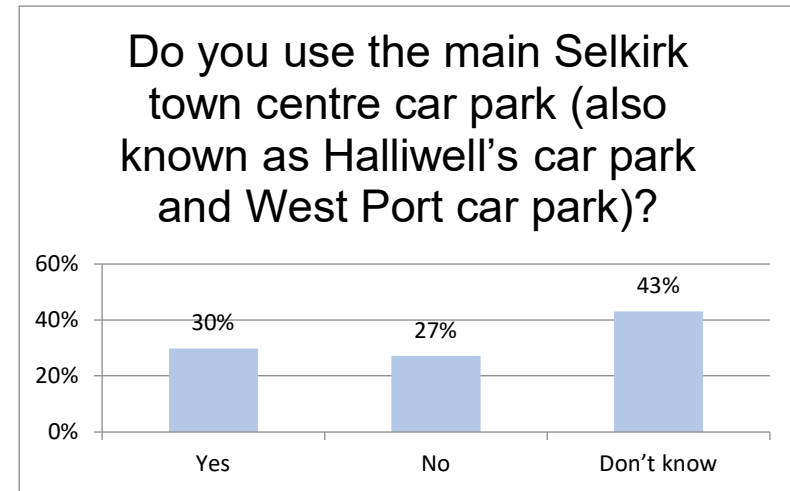
Do you use the main Selkirk town centre car park (also known as Halliwell's car park and West Port car park)?

All excluding campervan only:



Base: 471

Campervan only:



Base: 402

Most respondents use Halliwell's car park (70%) and around a quarter do not. For those with campervans, use drops to 30% and a large proportion do not know. A higher proportion (79%) of Selkirk / TD7 postcode residents use Halliwell's car park.

Comments for this question broadly covered:

| All excluding campervan only:  | Campervan only:   |
|--|---|
| <ul style="list-style-type: none"> <li>Often / sometimes full or difficult to find a space</li> <li>Only use occasionally or rarely</li> <li>Spaces too small for campervans / motorhomes</li> </ul> | <ul style="list-style-type: none"> <li>Tend not use, as spaces are too small for campervans / motorhomes</li> <li>Have not visited yet</li> </ul> |

### If you don't use Halliwell's car park, why not?

Comments for this question broadly covered:

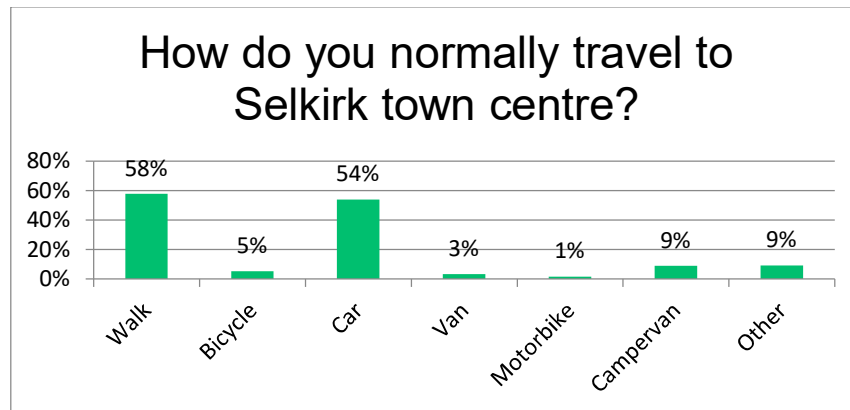
| All excluding campervan only:   | Campervan only:   |
|---|---|
| <ul style="list-style-type: none"> <li>Just walk / don't need to / don't own a car</li> <li>Busy, confusing and tight spaces</li> <li>Park on the street instead</li> <li>Spaces too small for large vehicles or campervans / motorhomes</li> <li>Normally / often full</li> <li>Too far to walk / carrying heavy shopping</li> <li>Don't shop at this end of town</li> </ul> | <ul style="list-style-type: none"> <li>Spaces are too small for campervans / motorhomes</li> <li>Have not visited yet</li> <li>Park on the street</li> <li>Too busy / full</li> <li>Just passing through</li> </ul> |

Base: 202

Base: 226

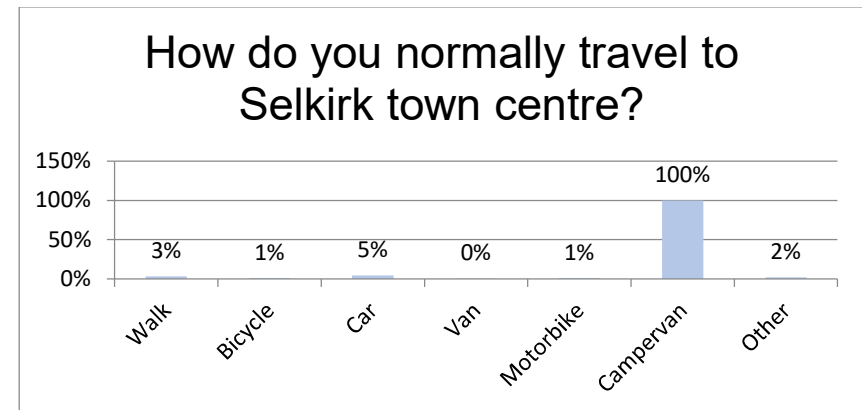
### How do you normally travel to Selkirk town centre?

All excluding campervan only:



Base: 477

Campervan only:



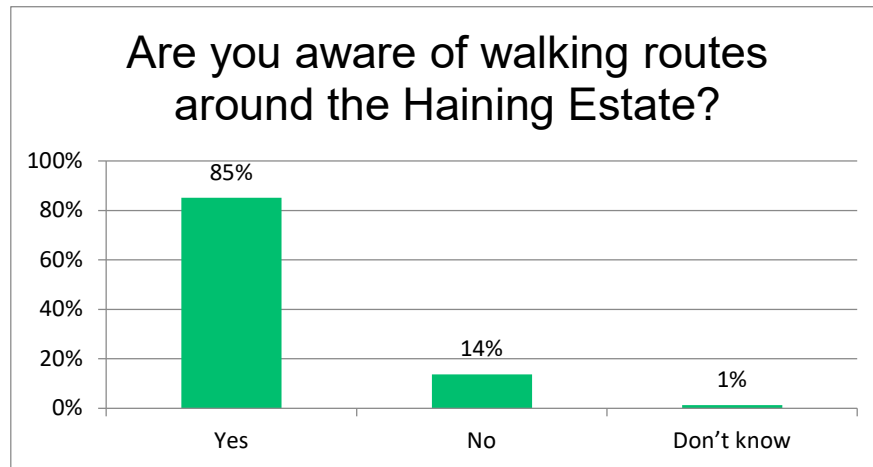
Base: 415

Interestingly, a high proportion (almost 3 in 5) of respondents often walk into Selkirk town centre, just over half use cars. For Selkirk / TD7 postcode residents, those walking into town rises to 73%.



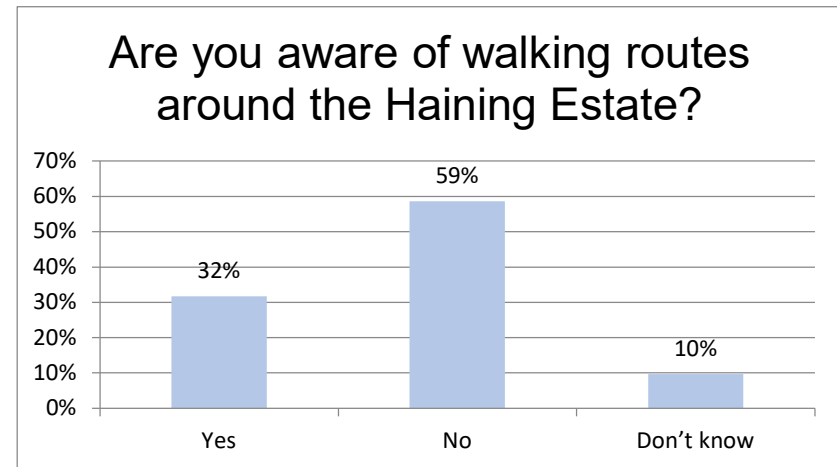
### Are you aware of walking routes around the Haining Estate?

All excluding campervan only:



Base: 476

Campervan only:



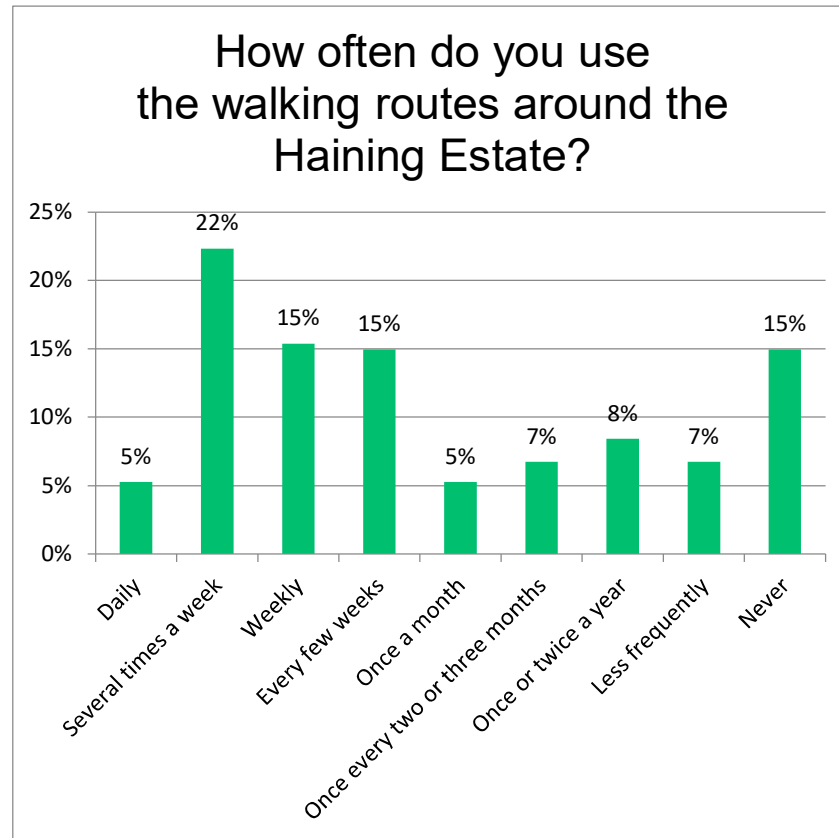
Base: 413

Most respondents are aware of the walking routes around the Haining Estate although 15% were not or were not sure. For campervan visitors, many of which had not yet visited Selkirk, they were mostly (almost 70%) unaware or unsure of the routes.

For Selkirk / TD7 postcode residents, awareness rises to 98%.

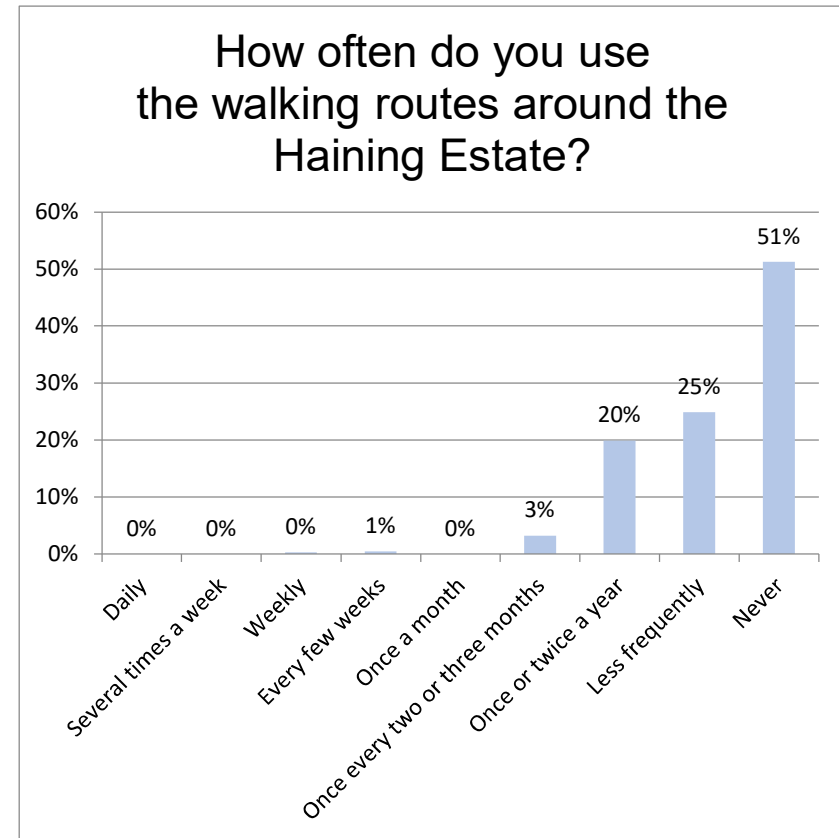
### How often do you use the walking routes around the Haining Estate?

All excluding campervan only:



Base: 475

Campervan only:

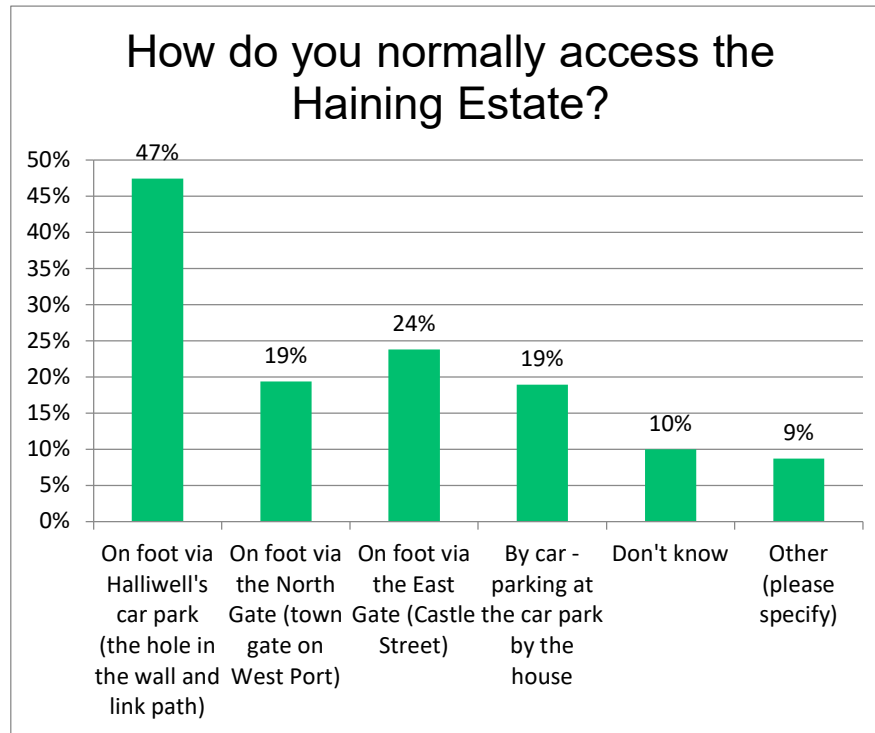


Base: 402

Although half of campervan respondents have never used the walking routes most other respondents were regular repeat users with over a quarter of people using the routes daily or several times a week and a further 30% either weekly or every few weeks. For Selkirk / TD7 postcode residents, around 3 in 5 people use the walking routes frequent (weekly or more).

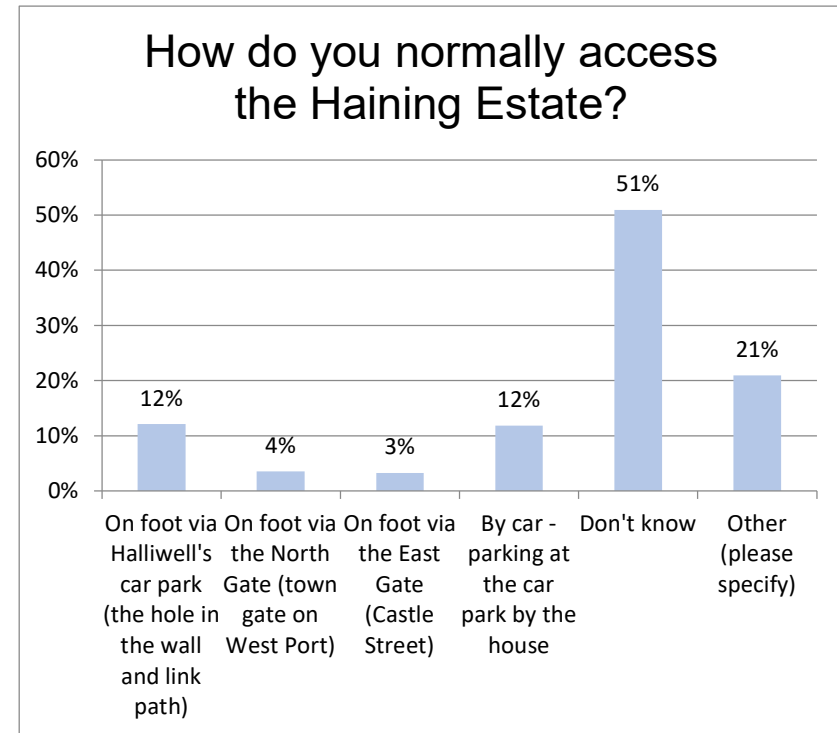
## How do you normally access the Haining Estate?

All excluding campervan only:



Base: 470

Campervan only:



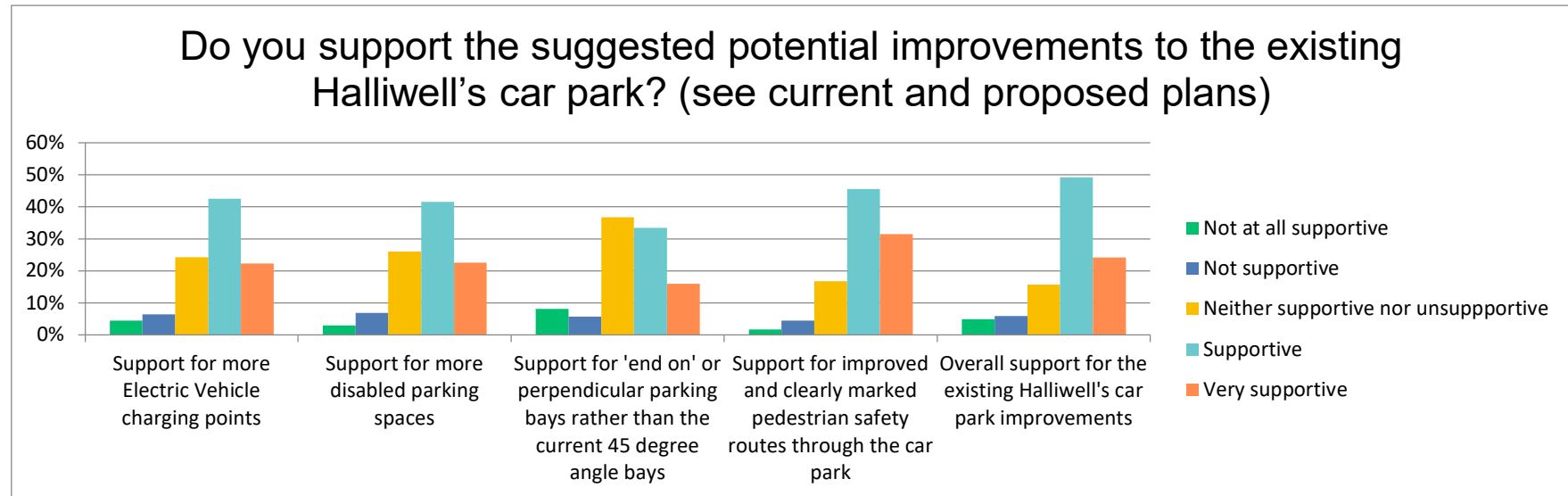
Base: 396

The most popular entrance to the Haining is on foot via Halliwell's car park, followed by on foot via the east gate and then jointly by foot through the north gate / by car and parking at the house. The proportions for Selkirk / TD7 residents are similar, albeit with more people walking via Halliwell's (56%) and slightly less driving through the main gate by car (17%).

Comments to this question most commonly included 'never been', cycle and no motorhome parking

### Do you support the suggested potential improvements to the existing Halliwell's car park?

All excluding campervan only:

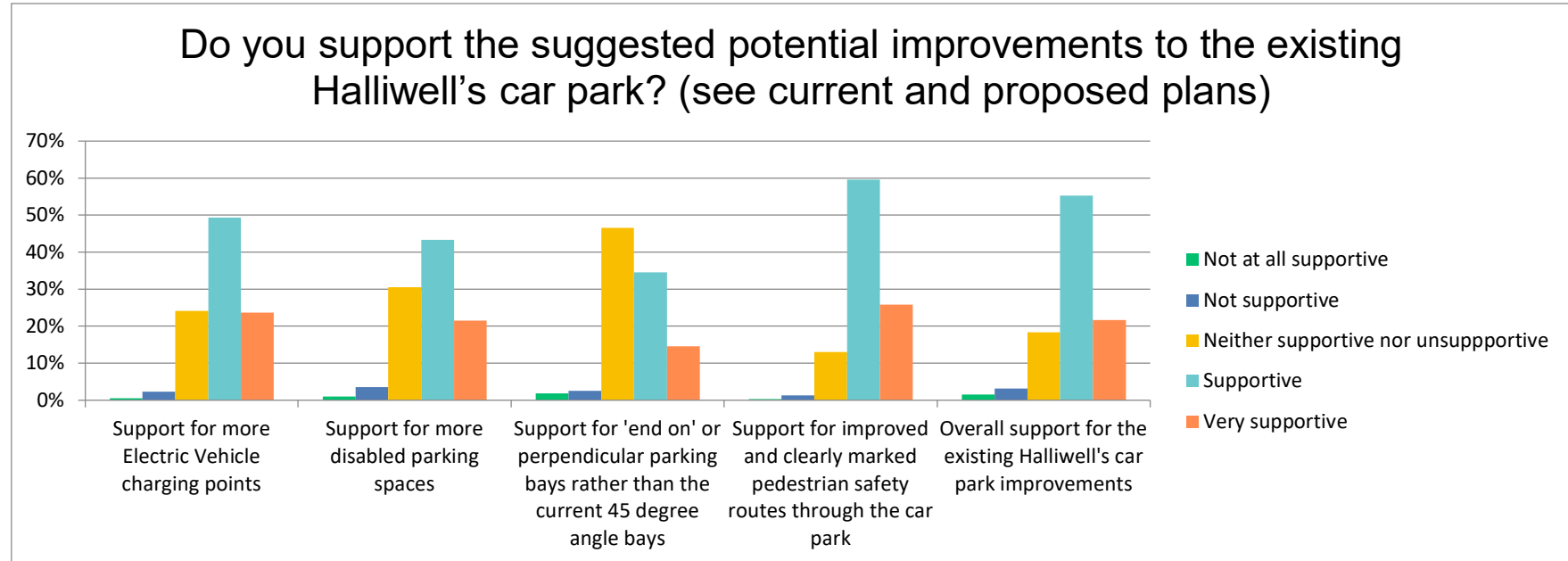


Base: 473

Respondents were generally supportive of the plans with around ¾ either supportive or very supportive overall. The greatest support was for improved pedestrian safety and the least support was for the 'end on' parking bay configuration. Response trends for Selkirk / TD7 residents only are similar. Comments for this question most commonly included:

- Prefer the angled parking to end on parking
- Desire for parking for longer vehicles and campervans / motorhomes
- Changes aren't going to provide many extra spaces (high cost for small gain)
- Suggest making Market Place disabled parking
- Addition of coach parking
- Addition of parent and child parking
- Too many electric charge points

### Campervan only:



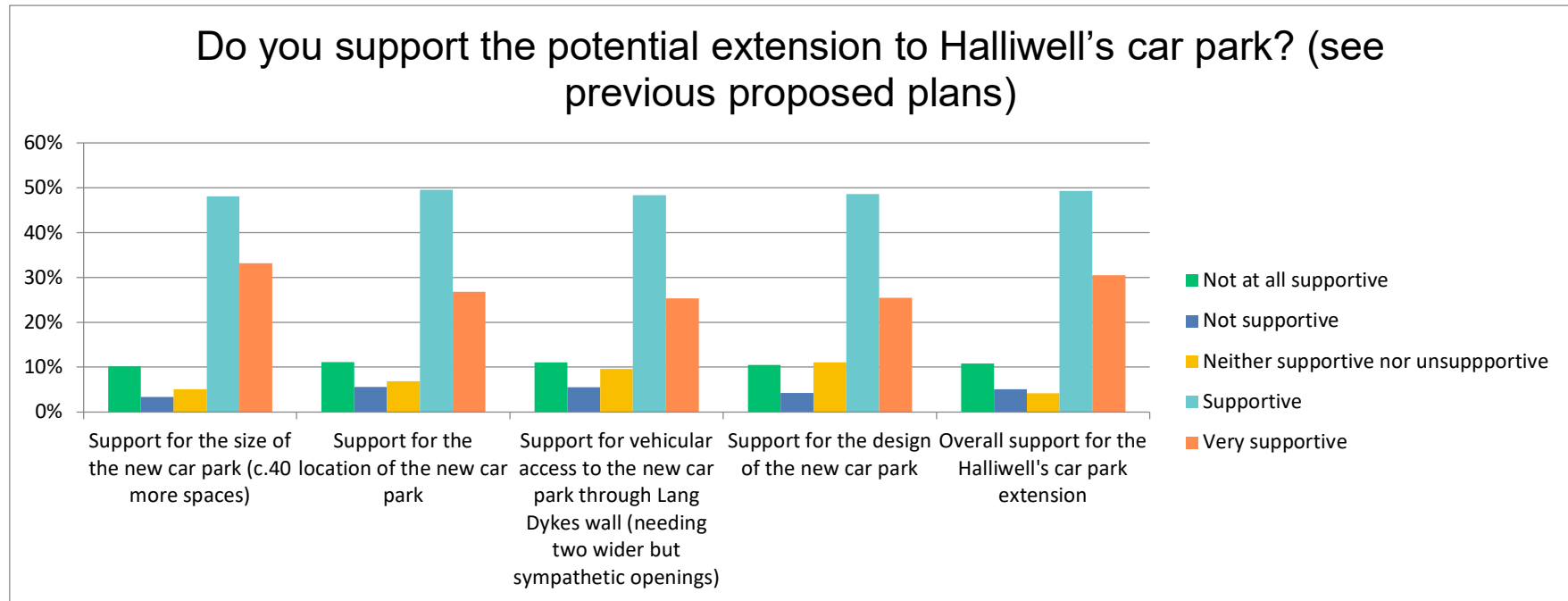
Base: 396

Respondents were generally supportive of the plans with well over 80% either supportive or very supportive overall. The greatest support was for improved pedestrian safety and the least support was for the 'end on' parking bay configuration. Comments for this question most commonly included:

- Would like campervan / motorhome parking spaces
- Would like overnight parking
- Would like fresh water and waste disposal
- Straight on parking makes getting large vehicles in and out difficult

## Do you support the potential extension to Halliwell's car park?

All excluding campervan only:

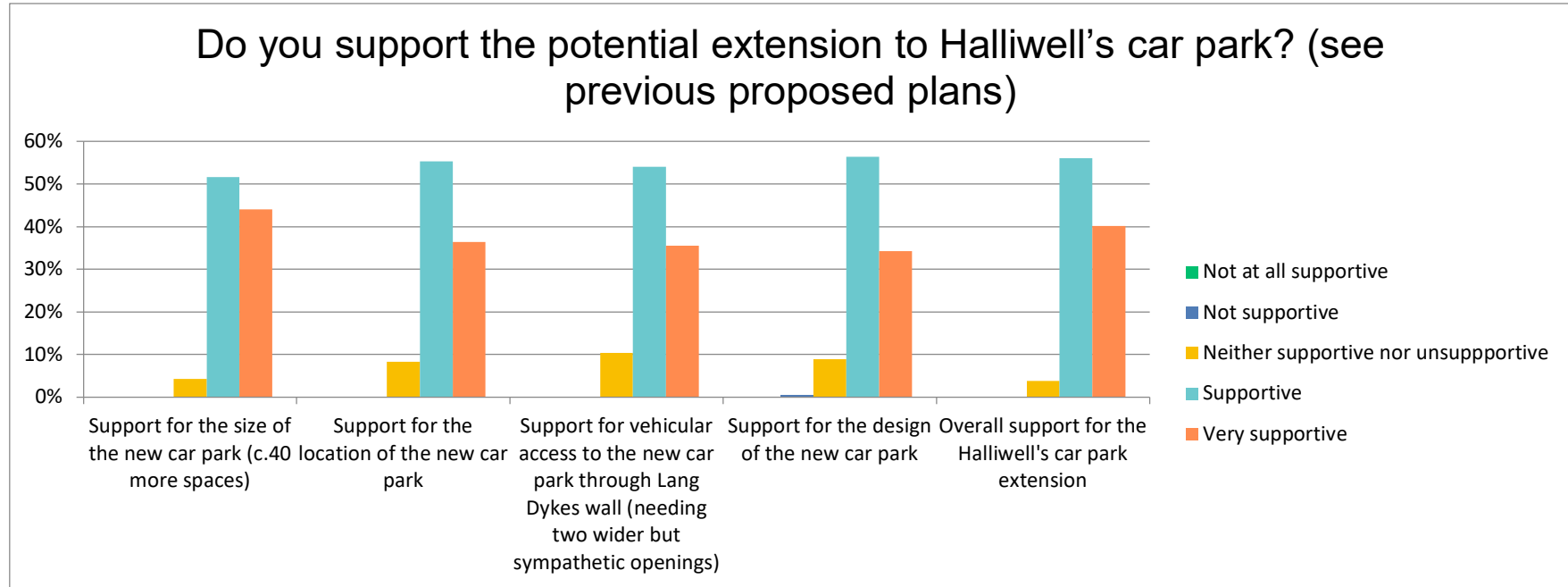


Base: 472

Overall, 80% of people were either supportive or very supportive of the proposals and 16% were either not or not at all supportive. The responses were reasonably constant across all elements. For Selkirk / TD7 postcode residents, the trends are very similar although those 'very opposed' rises across all questions to around 12%, with the difference taken from the 'neither supportive nor unsupportive' answer. Local opposition is close to 20%.



**Campervan only:**

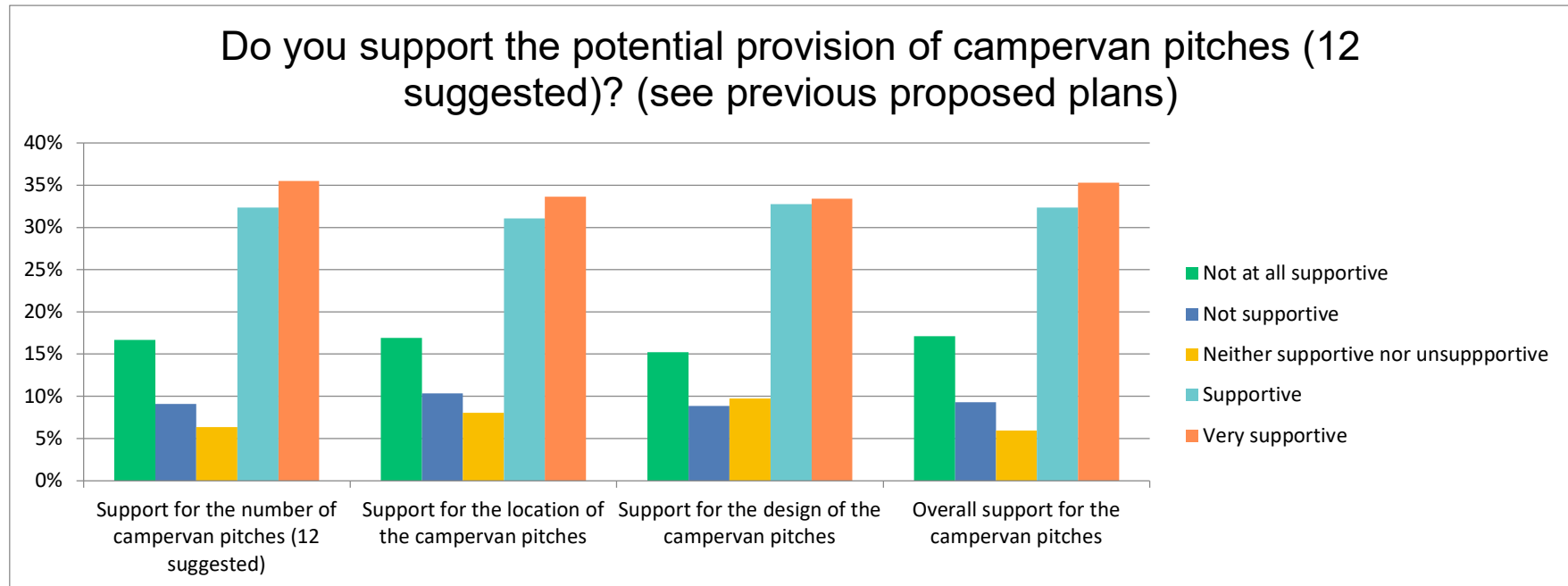


Base: 398

For campervan only responders, support was higher overall at 96% supportive or very supportive and no one was not or not at all supportive.

### Do you support the potential provision of campervan pitches (12 suggested)?

All excluding campervan only:

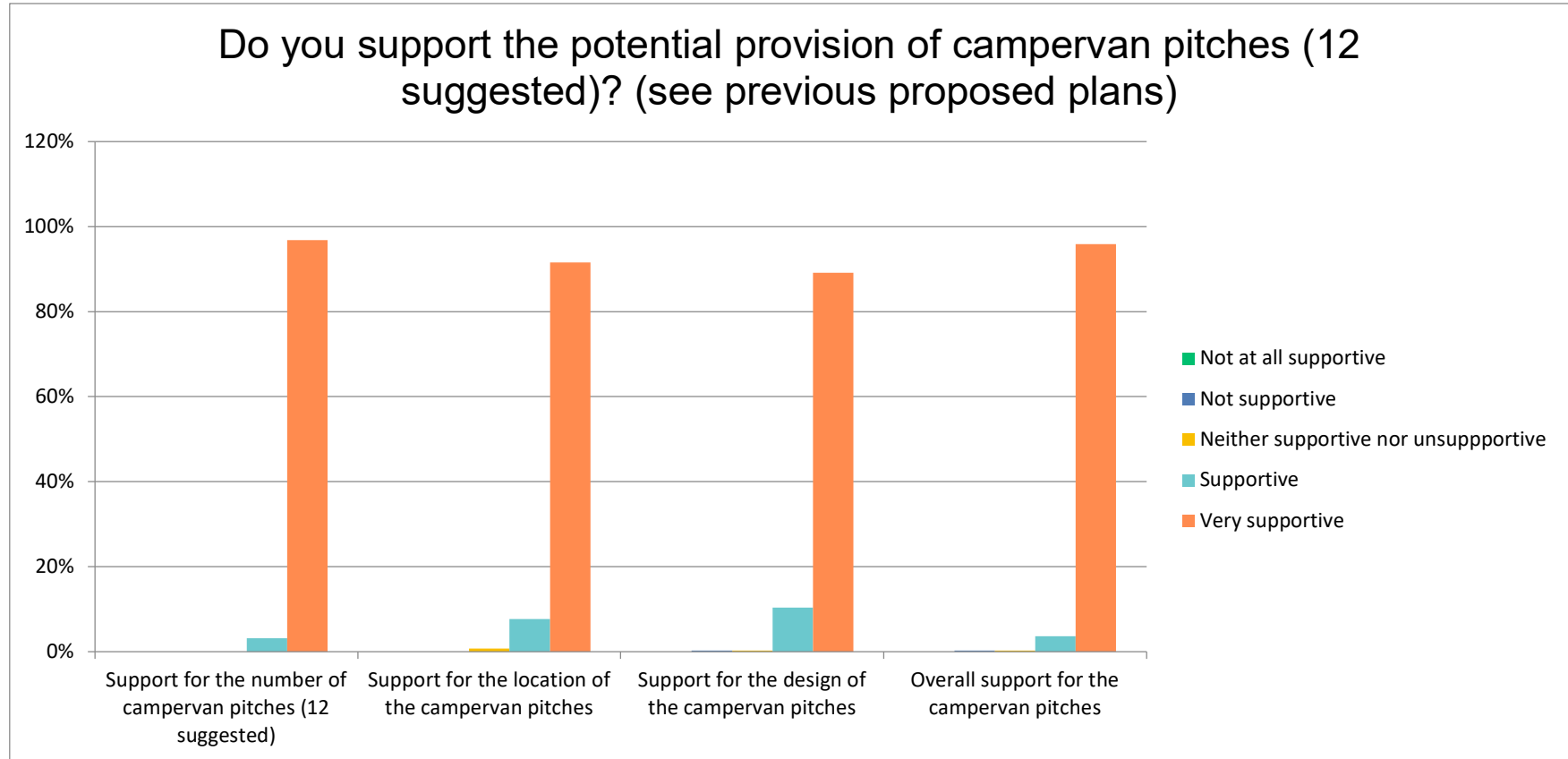


Base: 475

The responses were similar overall as well as specifically for size, location and design amongst all responders excluding campervan only responders. This demonstrated 2/3 (67%) were supportive or very supportive of the proposals and just over a quarter (26%) were opposed (not or not at all supportive).

For Selkirk / TD7 postcode residents those 'very opposed' rises across all questions to around 20% and those 'opposed' to over 10%. Local opposition is close to a third (32%) overall and above a third (34%) for location.

**Campervan only:**

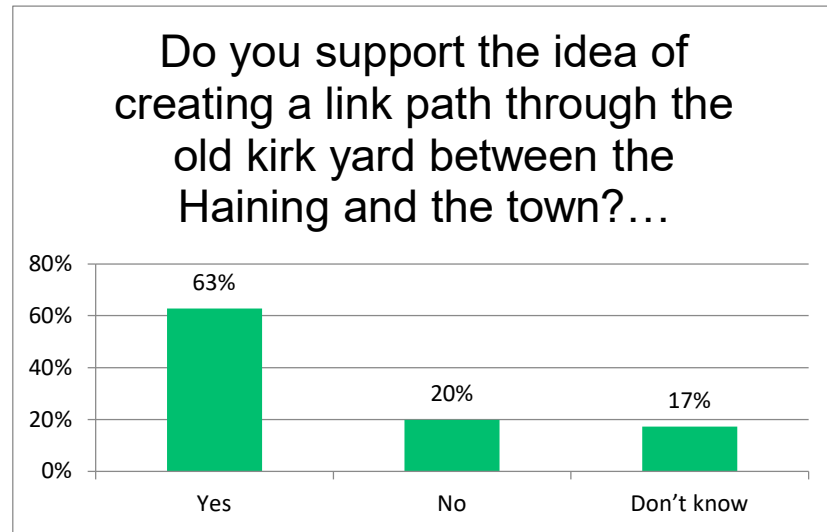


Base: 415

For campervan only responses there was 99-100% support overall and across all questions of number of pitches, location and design.

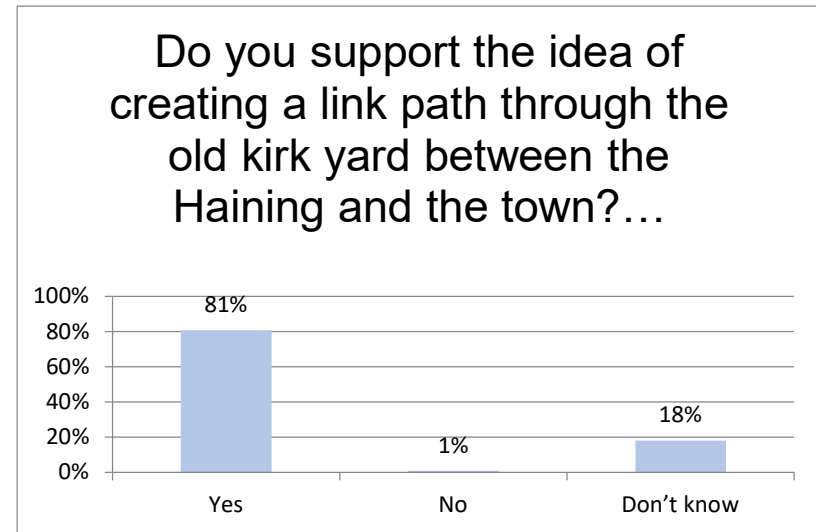
**Do you support the idea of creating a link path through the old kirk yard between the Haining and the town?**

**All excluding campervan only:**



Base: 476

**Campervan only:**



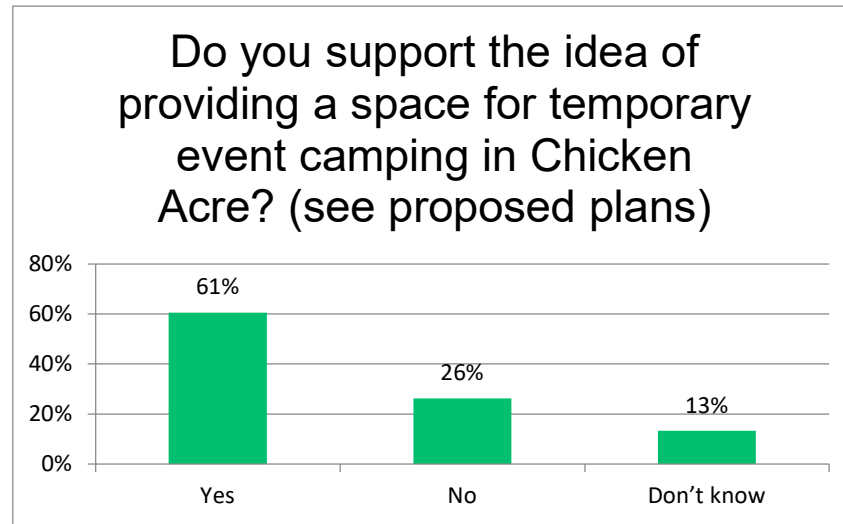
Base: 409

Most people were supportive, although 1 in 5 people (excluding campervan responders) opposed the idea. Comments were similar between the two sets of responses. For Selkirk / TD7 postcode residents, those in favour decreased to 59% and those opposed increased to 25%. The most commonly cited comments included:

- Great idea, like improved pedestrian safety
- Good link between the Haining and the Old Kirk
- As long as it's sympathetic to nature and as an active cemetery
- Would make old kirk yard too busy and spoil sensitive, respectful nature
- Disrespectful to kirk yard
- Not needed and not a direct route with narrow pavements on Kirk Loan
- Could be abused – rubbish, dog mess, teenagers

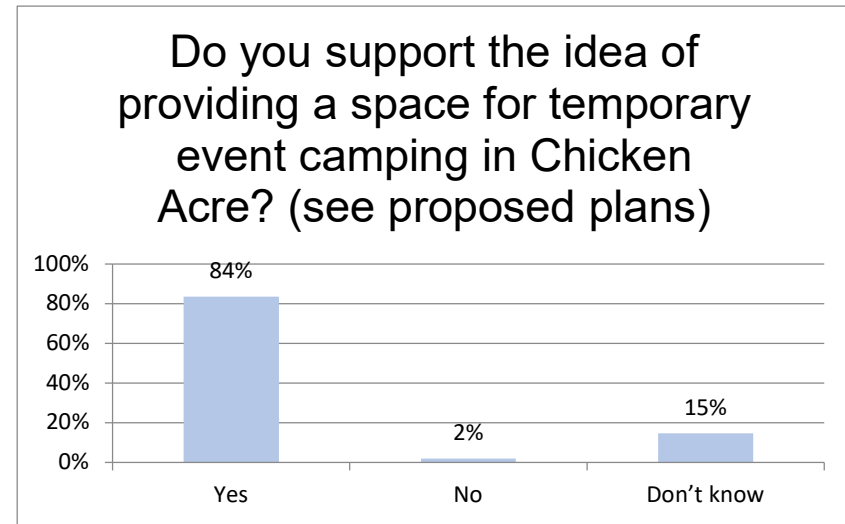
### Do you support the idea of providing a space for temporary event camping in Chicken Acre?

All excluding campervan only:



Base: 474

Campervan only:



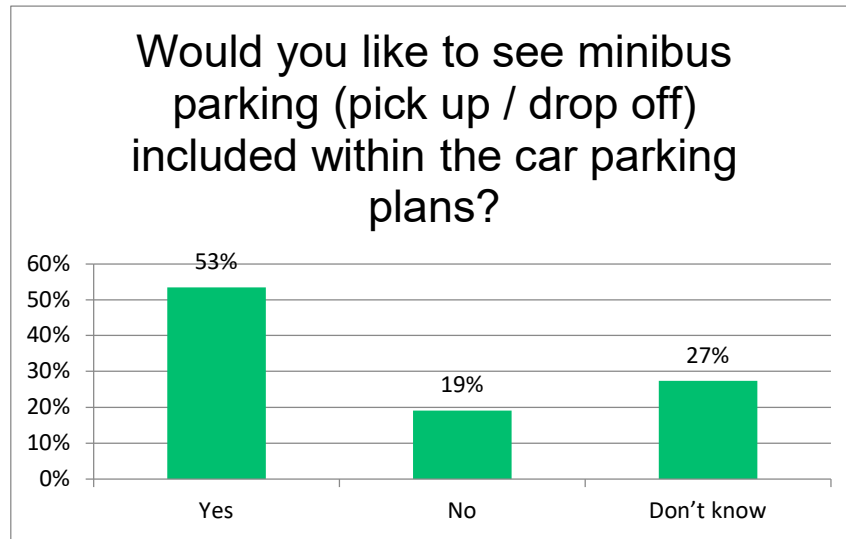
Base: 412

Most people were supportive although a quarter people (excluding campervan responders) opposed the idea. Comments were similar between the two sets of responses. For Selkirk / TD7 postcode residents, those in favour decreased to 56% and those opposed increased to 32%. The most commonly cited comments included:

- Could be abused – e.g. dirty camping, noise
- Would need toilet facilities and need to be well managed
- Opposed to cutting down of trees, impacts on wildlife
- Not sure on business case / if needed
- Useful / a good idea for temporary camping for occasional Haining events but not general camping
- Worries about 'traveller' use
- Would like to see other areas considered first for a campsite

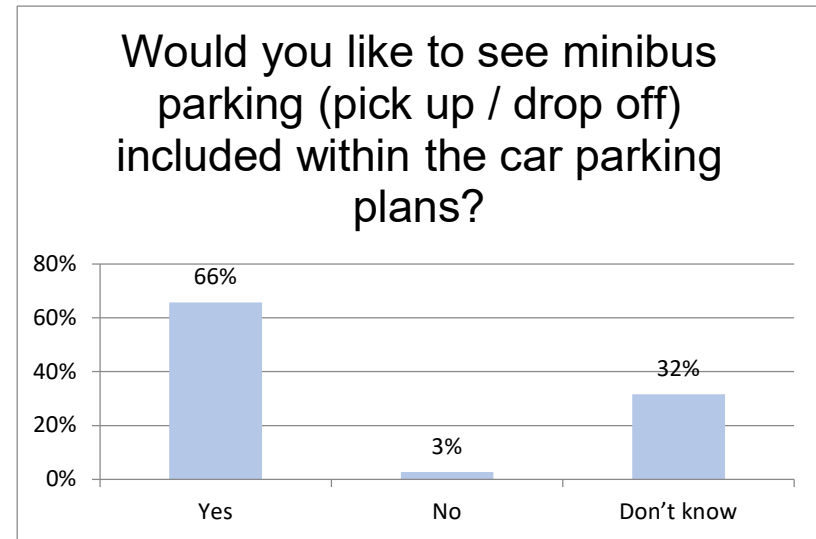
Would you like to see minibus parking (pick up / drop off) included within the car parking plans?

All excluding campervan only:



Base: 475

Campervan only:



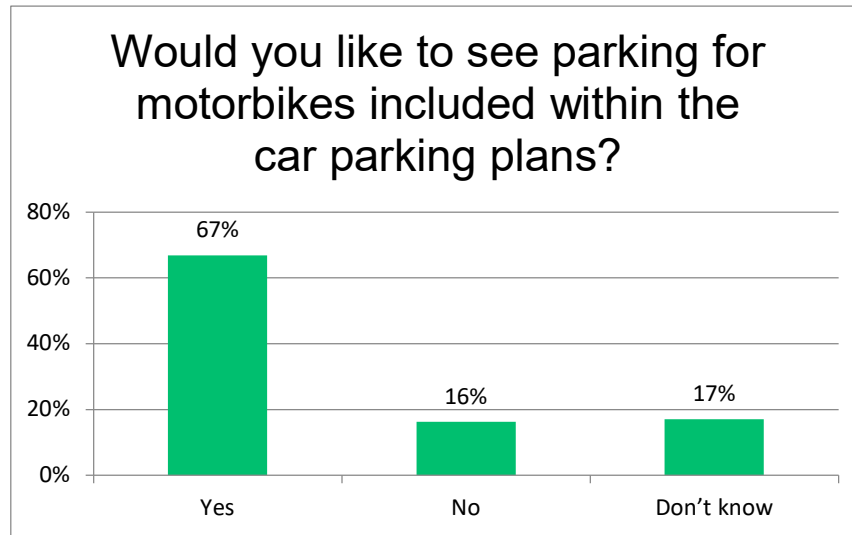
Base: 411

A larger proportion of people were unsure on this question. Just over half of people (excluding campervan responders) were supportive although one in five opposed the idea. For Selkirk / TD7 postcode residents, the response was similar, those in favour decreased slightly to 51% and those opposed increased slightly to 21%. The most common comments included:

- Good for Haining events
- Good for larger buses / touring coaches
- Don't think / understand why it's required
- Should use existing bus stops / park and ride from Victoria Park / be at the other end of town
- Good for inclusion and encouraging more town visits
- Don't know about demand

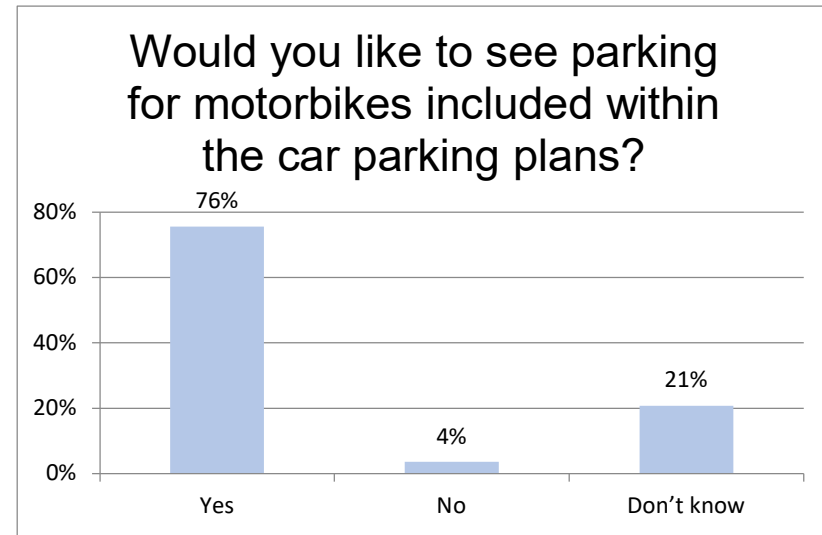
### Would you like to see parking for motorbikes included within the car parking plans?

All excluding campervan only:



Base: 475

Campervan only:



Base: 413

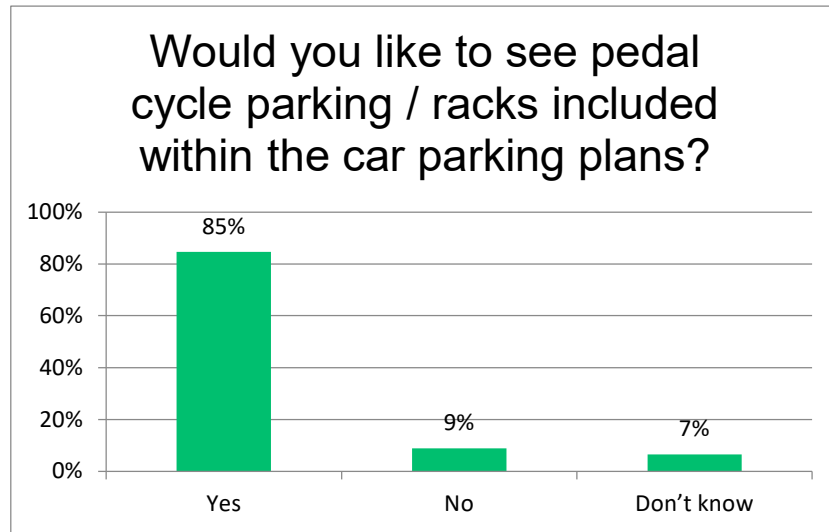
Two thirds of people (and three quarters of campervan only responders) were supportive, although 16% of people (excluding campervan only) were opposed. For Selkirk / TD7 postcode residents those in favour decreased slightly to 65% and those opposed increased to 19%. The most common comments included:

- Already too many bikers in Selkirk
- Would be better than parking on pavements / on Market Place or in front of shops
- Need to have facilities to chain / lock bikes up



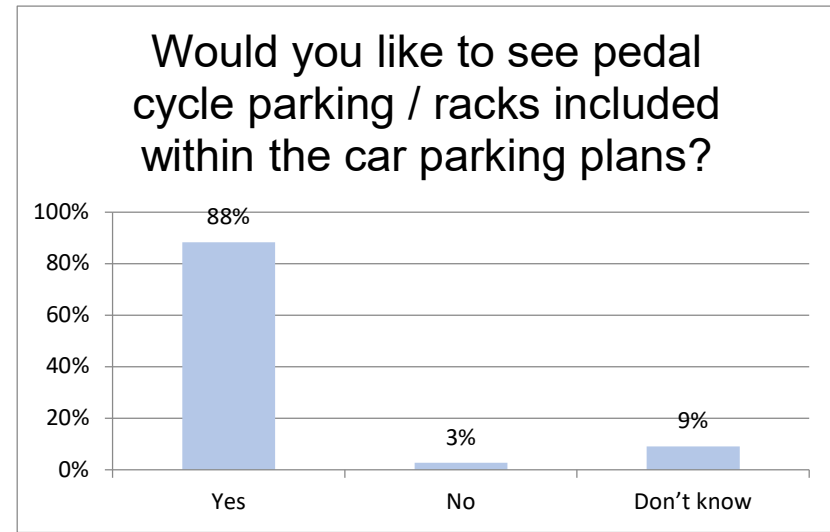
**Would you like to see pedal cycle parking / racks included within the car parking plans?**

**All excluding campervan only:**



Base: 474

**Campervan only:**



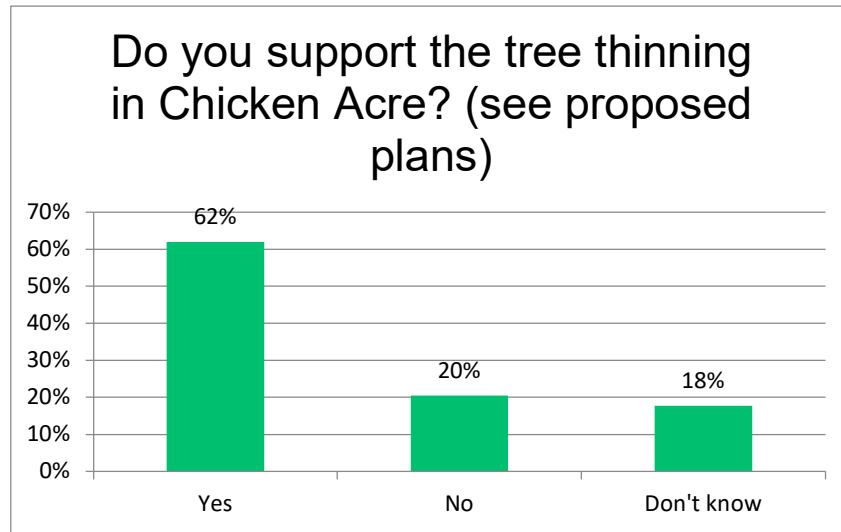
Base: 410

Almost 9 out of 10 were supportive of the inclusion of pedal cycle parking / racks. For Selkirk / TD7 postcode residents, the response was similar, those in favour decreased slightly to 83% and those opposed increased slightly to 11%. The most common comments included:

- Definitely!
- Good to encourage green transport
- Need to be secure
- E-charging would be good
- Don't need to be in car park, could / should be in town

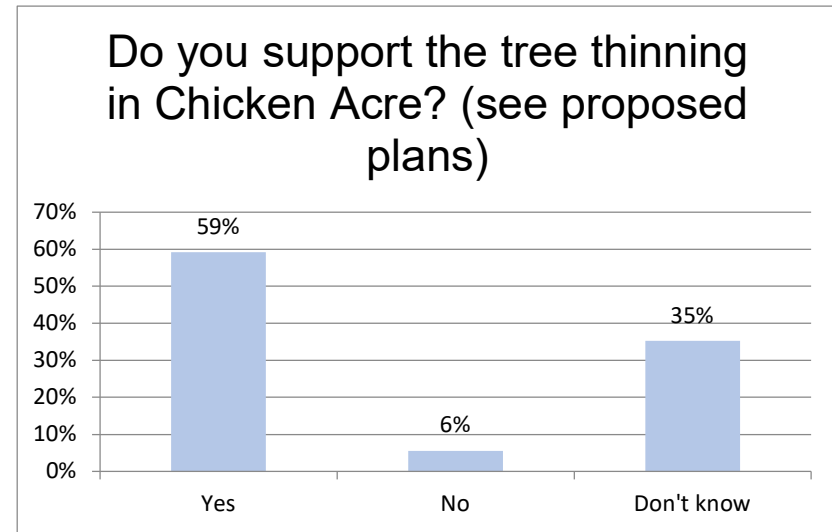
### Do you support the tree thinning in Chicken Acre?

All excluding campervan only:



Base: 475

Campervan only:



Base: 409

Around 3 in 5 people were supportive of the tree thinning in Chicken Acre and 1 in 5 (excluding campervan only) opposed it. Interestingly, for Selkirk / TD7 postcode residents, the response was similar, albeit increasing for both those in favour (to 64%) and those opposed (to 23%). The most common comments included:

- Supportive if carried out professionally and sympathetically, not harming nature
- Good to return to original historic appearance
- Open nature is safer for women, children and vulnerable groups
- As long as thinned trees are planted elsewhere
- Opposed, lots of birdlife within them
- Need more trees not less
- Should not return it to open parkland, mixed native woodland and wildlife is preferred
- Woodland needs to be managed properly, too many trees and in poor condition

Rob Robinson **Heritage Consulting** with **MBLA Design Ltd.**  
September 2021

**Do you have any general comments not included in the previous questions?**

Comments for this question broadly covered:

| All excluding campervan only:  | Campervan only:  |
|--|--|
| <ul style="list-style-type: none"> <li>• Waste water and toilet disposal is more important than electricity for pitches for campervans</li> <li>• We need more trees and less cars not more car parking</li> <li>• Additional car parking is not needed</li> <li>• If not managed it will be a disaster</li> <li>• Great and proactive</li> <li>• Too much disruption to wildlife and change of atmosphere</li> <li>• Car park at police station needs to be addressed / consider using Sainsburys site</li> <li>• Would like to see more options</li> <li>• Need to help cater for campervans to bring money into town's businesses</li> <li>• Avoid environmental damage / loss of trees</li> <li>• Plans are good as long as they are sympathetic and encourage wildlife</li> <li>• Other areas of Selkirk need addressing before car parking and attracting more visitors</li> <li>• Objections to campsite and parking in Chicken Acre</li> <li>• Very good start to improving Selkirk for visitors</li> <li>• Feel that the option is already agreed / a done deal</li> <li>• Much needed and applaud the proposals</li> <li>• Should improve Victoria Park campsite</li> <li>• Haining left for the people of Selkirk not a tourist attraction, campsite or 'gig' location</li> <li>• Need to enforce High Street parking</li> <li>• Need some bus parking</li> </ul> | <ul style="list-style-type: none"> <li>• Great and very supportive</li> <li>• Will definitely visit Selkirk if the plans go ahead</li> <li>• Need drinking water, waste disposal, rubbish bins</li> <li>• Need chemical toilet disposal point</li> <li>• Toilets would be good (less important for motorhomes)</li> <li>• Great for town economy</li> <li>• Shows you are forward thinking</li> <li>• A motorhome service point (water, disposal and bins) would be more useful than EHU provision</li> <li>• Proposals will be well used – high appeal of Aire style sites that aren't large formal campsites</li> <li>• Motorhomes are larger – would be great to be able to include these (up to 8-10m long)</li> <li>• Day and overnight parking is needed</li> <li>• Most campervans don't include their own toilet – motorhomes do</li> <li>• Think about disabled users</li> <li>• Two vans next to each other – need to be separated for fire safety</li> <li>• Just restrict number of nights you can stay</li> <li>• Well done for considering this – excellent, ambitious plans</li> <li>• Further info and assistance available from CAMPrA</li> </ul> |

Base: 237

Base: 186

**How would you rate your overall support for plans? (star rating 1-5)**

|   |                             |
|---|-----------------------------|
| <b>All excluding campervan only: 3.85</b> | <b>Campervan only: 4.68</b> |
|---|-----------------------------|

Base: 470

Base: 406

Note Very opposed (1) Opposed (2) Neither (3) Supportive (4) Very supportive (5)

For Selkirk / TD7 postcode residents only, the overall support rating reduces to **3.69**.

The most commonly cited reasons for the rating score broadly covered:

| <b>All excluding campervan only:</b>   | <b>Campervan only:</b>  |
|--|---|
| <ul style="list-style-type: none"> <li>• Good for encouraging more footfall / visitors / economy</li> <li>• Haining not appropriate place for car park / camping</li> <li>• Don't want to lose trees or wildlife</li> <li>• Uncertainty on benefits or management</li> <li>• Are other locations in Selkirk for car parking / campervans – would like to see more options</li> <li>• Good for welcoming visitors and connecting the Haining with the town</li> <li>• Like the Aire style / campervan proposals – good to be encouraging campervans</li> <li>• Shouldn't be encouraging more cars</li> <li>• Trees and biodiversity are more important than car capacity – is there a more environmentally friendly way</li> <li>• Prefer angled parking</li> <li>• Need more parking but unsure on campervan pitches</li> <li>• Good to see campervan pitch proposals</li> <li>• Supportive as long as it respects history of the estate and woodland environment</li> <li>• Support the current car park improvements but not the rest</li> <li>• Not welcome or needed</li> <li>• Not enough justification or consultation</li> <li>• Well thought out and presented</li> <li>• Town needs more parking and campervan pitches</li> </ul> | <ul style="list-style-type: none"> <li>• Support for campervan pitches</li> <li>• It will be good for the town / economy</li> <li>• Campervan parking and overnight stays are very difficult to find</li> <li>• Will be great to be welcome in a place</li> <li>• Need drinking water and waste disposal</li> <li>• Great idea and much needed</li> <li>• Motorhomes should be considered</li> <li>• Forward looking</li> <li>• Responding to changing times but sympathetic to town needs and history</li> <li>• Much needed</li> <li>• If these go ahead, we will be there as soon as possible</li> <li>• Well done Selkirk!</li> </ul> |

## **D) Full project costing**

See separate document:

**STAGE 1 COST ESTIMATE**  
**Revision 2**

**QUANTITY SURVEYOR**  
**Armour Construction Consultants**

**09 July 2021**

**CW/AB/7757**