

# DUMFRIES AND GALLOWAY COUNCIL AD-HOC DUMFRIES TOWN CENTRE REGENERATION SUB COMMITTEE

Meeting of Monday 19 February 2007  
at 2.30pm in Council Offices, English Street, Dumfries

## Present

### Members

<b>John W Forteath</b> (Chairman)	-	Marchmount
<b>Ian Callander</b>	-	Lochvale
<b>Kenneth Cameron</b>	-	Heathhall
<b>*Beth Gordon</b>	-	Lochar
<b>Bruce Hodgson</b>	-	Criffel
<b>Ivor A Hyslop</b>	-	Nithsdale East
<b>William Little</b>	-	Caerlaverock
<b>Thomas A McAughtrie</b>	-	Troqueer
<b>George L McBurnie</b>	-	Palmerston
<b>Joan Mitchell</b>	-	Cree
<b>Ronnie Nicholson</b>	-	Lochside
<b>Thomas K Sloan</b> (Convener)	-	Stranraer North

### Officials

<b>Bill Barker</b>	-	Operations Manager Strategic Waste Policy and Assets
<b>Peter N Bulmer</b>	-	Corporate Director Planning and Environment Services
<b>Carol Henshall</b>	-	Service Manager Committee and Member Services
<b>Colin Douglas</b>	-	Service Manager Transportation and Road Safety
<b>Jon Mengham</b>	-	Town Centre Regeneration Officer (Dumfries)

### Apologies

<b>Andrew R Campbell</b>	-	Castle Douglas – Urr
<b>Thomas E Holmes</b>	-	Loreburn
<b>Neil McKay</b>	-	Mid Nithsdale
<b>David J McKie</b> (Depute Convenor)	-	Lincluden

\* Denotes Substitute

**Alex Haswell**

Group Manager Corporate Support & Governance

11 Members present

1. MINUTE OF MEETING OF 4 DECEMBER 2006

Decision

AGREED

MEMBER – William Little entered the meeting – 12 Members present.

**STRATEGIC ITEMS**

2. DUMFRIES TOWN CENTRE URBAN DESIGN STRATEGY AND PUBLIC REALM IMPROVEMENT PROGRAMME

Decision

AGREED

2.1 the Dumfries Town Centre Urban Design Strategy, its recommended actions and project priorities (**Appendix 1**); and

2.2 to request that the Planning and Environment Services Committee include the Public Realm Improvement programme (**Appendix 2**) in their capital plan and that a mandate be agreed to bid for Development Block funding when it becomes available, appreciating the need for flexibility in the timetabling of the programme elements.

3. DUMFRIES AND GALLOWAY RETAIL STUDY – IMPLICATIONS FOR DUMFRIES

**PROCEDURE** – Governance advice was provided to the effect that as the Theatre Royal Scheme did not fall within the remit of this committee, that a presentation from the Theatre Royal Trust would be arranged for a future meeting of the appropriate committee.

Decision

**NOTED** the findings of the study and the associated supplementary retail guidance that would be used to further inform and develop the Town Centre Strategy and associated Urban Design Strategy in support of Dumfries Town Centre Regeneration, appreciating the need to balance urban and rural regeneration in Dumfries and Galloway.

MEMBER – Thomas K Sloan left the meeting – 11 Members present.

4. DUMFRIES PARKING STRATEGY PROGRESS

Decision

4.1 **NOTED** progress on the following elements of the Dumfries Parking Strategy:

4.1.1 rationalisation of on-street parking regulations;

4.1.2 improvements to signing for car parks;

4.1.3 proposals for a Public Transport Interchange; and

4.1.4 the clarification provided in respect of the Whitesands car parking provision; and

4.2 **AGREED** to proceed with the rationalisation of on-street parking regulations at an estimated cost of £65,000, subject to the agreement of the Planning and Environment Services Committee as budget holder.

## 5. WHITESANDS FLOOD RISK APPRAISAL: UPDATE

### Decision

**NOTED** the progress and the target reporting dates for the Whitesands Flood Risk Appraisal Project:

- (i) receipt of draft report mid-June 2007;
- (ii) receipt of final report mid-July 2007; and
- (iii) report to Members September 2007.

## 6. WHITESANDS RIVERSIDE REGENERATION

### Decision

#### **NOTED**

- 6.1 the ongoing developer interest in a comprehensive development in the Whitesands Regeneration Area;
- 6.2 the Council's land ownership position;
- 6.3 the Council's position as Planning Authority should an application be lodged; and
- 6.4 **AGREED** to recommend to the Asset Management Committee that Loreburn Housing Association be advised that the Council has no further direct interest in securing ownership of the Whitesands car park site.

## 7. CHAMBER OF COMMERCE REQUEST FOR REPRESENTATION ON SUB-COMMITTEE

### Decision

#### **AGREED**

- 7.1 appreciating the constitutional issues raised, not to co-opt onto this committee; and
- 7.2 to receive a further report on arrangements for strengthening the links between this Sub Committee and the Steering Group.

## *Contents*

### **Executive Summary**

#### **Introduction**

#### **Chapter 1 Improving the Role and Competitiveness of Dumfries**

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#### **Chapter 3 Dumfries Today: Healthcheck and Way Forward**

#### **Chapter 4 Vision**

#### **Chapter 5 Projects**

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#### **Appendices**

On disk inside rear cover



## Executive Summary

### Context

Dumfries is a historic market town and regional capital standing beside the river Nith. The Town Centre is compact with a traditional street structure which at its core still clearly shows its medieval origins. It still retains a distinctive character and much of architectural and townscape merit although a period of economic decline and neglect has threatened these important assets.

### Vision

The Urban Design Strategy builds on work begun in developing the Town Centre Action plan 2004-2014 by seeking to place the proposals for the town centre along side other region wide initiatives, identifying detailed recommendations on how to deliver the regeneration of Dumfries' town centre and develop associated delivery programmes. The Urban Design Strategy is based on a clear vision for Dumfries:

*'To reposition Dumfries as one of Scotland's most successful regional capital towns, drawing on its strong administrative base, the assets of its historic urban character, the amenity of the River Nith and the developing knowledge, leisure and cultural economies. Dumfries should develop as an exemplar town, a model of sustainable urban regeneration, a first choice location to live, work, invest, shop and relax, at regional and local levels.'*

To support this vision the study recommends an Urban Design Strategy aimed at enhancing the town centre's distinct townscape and improving the public space to the best contemporary standards.

This will ensure the town centre will be memorable, distinctive, welcoming and a vital backdrop for its many activities. The report proposes this can be best achieved by a series of measures which include:-

- Projects to improve street surfaces, layout and furniture.
- Improving street frontages by filling gaps and encouraging the redevelopment of poor or inappropriate buildings and encouraging the best presentation of those that remain.
- Ensuring that new developments draws upon the best qualities of the town centre and its traditions so that its particular character and 'sense of place' is preserved and enhanced.

It also recommends a number of strategic targets which are necessary to support its aim to re-energise the town centre. These include supporting:-

- The retention and expansion of a thriving retail offering in the town centre and resisting further 'out of town' growth.
- A strong residential community by improving and extending the housing stock, increasing its diversity and addressing local issues such as the local environment.
- A strong Civic presence.
- A wide range of Cultural and Leisure opportunities catering for a broad range of interests and social groups.
- Higher educational facilities.
- A well managed movement network that caters for all modes of transport and gives them appropriate priority.

### Structure of the Urban Design Strategy

The report aims to show how, in the competitive environment of the new millennium, the potential of Dumfries town centre's physical and cultural qualities can be used as an important driver for vital urban regeneration and its associated economic revival.

The first four chapters of the report analyse Dumfries town centre, in terms of its economic performance, economics trends and its physical characteristics, social and cultural attributes. The first chapter seeks to understand the market conditions that are driving change in the town

centre. The aim of the second chapter is to identify and appreciate the many assets of the town centre and the issue that affect them. The third chapter uses this information, in the context of current government advice and best practice, to understand how Dumfries town centre is performing. This healthcheck analysis forms part of best practice in town centre management and design. Chapter 4 reviews the findings of the Healthcheck, summarises key issues from the various consultations throughout the study process, and sets out a number of principles for action.

On the basis of the analysis and key issues identified, Chapter 5 presents a vision for how Dumfries Town Centre should respond to the challenges of being a successful 21st century town centre. A series of objectives develop the aspirations of the vision in detail and set the scene for the development of the detailed recommendations in the final chapters of the report.

Chapters six and seven consider how the town centre relates to the rest of the town and considers wider implications. It then;

- offers a series of urban design frameworks for various geographical areas of the town centre,
- identifies opportunities, priorities and ways to improve the physical environment of the town centre,
- sets out quality standards and design guidance for new landscape and building work.

The final chapter sets out how the proposals of the previous sections can be implemented and delivered.

## The Competitiveness of Dumfries

National trends have seen small and medium sized town centres in an uneasy contest to retain retail and leisure uses and their associated economic benefits. Dumfries as a regional capital is better placed than many similar size settlements to be successful in this competition.

The findings and issues identified by the report include:-

- The population of Dumfries at the 2001 census was 37,242 – almost unchanged since 1991. *This represents 25% of the total population of Dumfries and Galloway.*
- In 2002 there were 21,500 employee jobs in Dumfries with just over a third (36.2%) in public administration, education and health.
- In common with national experience Dumfries has lost nearly all its heavy industry and its future now is likely to rely upon existing uses and, increasingly, on tourism and knowledge and creative based industries such as research, design and information technology. The implication of this is, that if Dumfries is to be successful, it must seek to provide a town centre that meets the exacting standards of the 21st century in order to attract and retain these uses.
- Retail floor space in Dumfries has doubled over the last 8 years (an average annual increase of over 10%) However, this has been sited entirely in out of town locations, detracting from the success of town centre retailing. As a substantial, stand alone town with an extensive catchment area retail and leisure demand will continue to grow. The challenge is to ensure this potential is concentrated in the town centre and does not leach away to out of town developments or other centres such as Carlisle, Ayr and Glasgow.
- The biggest difference between successful and unsuccessful regional centres may lie in their office sector. Stirling and Perth have both been successful in creating a successful and balanced office presence. Dumfries' emerging employment locations are all off-centre. Dumfries should be ready to take advantage of any opportunities to develop town centre office accommodation as they occur in order to benefit from the greater mixing of uses and the synergy this produces.



*Dumfries has a riverside setting with excellent potential.*

- The residential market is likely to be slow in the short term for economic reasons, nevertheless demand will continue. Nationally the majority of new households predicted to be formed in the next 15 years are likely to consist of only of 1 or 2 people without children. Many may not wish to buy or be in a position to do so: for example, those starting their first job and intending to stay for only a short time, or those in low-paid employment. At the same time, needs and aspirations are changing. All the evidence of the last 10 years indicates that centrally-located housing in all price ranges, all unit sizes, and all tenures is in demand. At present the majority of town centre residential accommodation in Dumfries tends to be poor therefore it is likely that future demand will focus particular on better quality housing.

## Identifying the Assets

Dumfries has a many assets which provide the ingredients for giving it a successful and thriving town centre.

These assets include;

- It's setting in a large catchment area of attractive countryside and coastlines
- The quality of life. The Dumfries area has been recognised in surveys as good location, offering one of the best standards of living in Scotland.
- The setting. The town centre placed in a memorable setting within the curve of the River Nith.
- Its compact form. Dumfries town centre has a compact and walkable town centre with a wealth of historic architecture that provides interest, uniqueness and a unique 'sense of place' or Dumfries character,
- The town centre has a linked network of potentially excellent pedestrian spaces.
- There are many places within the town centre where opportunities exist to provide good new accommodation or more profitable use of existing buildings. This presents both a challenge and an important asset.

- Dumfries enjoys relatively good strategic road links although there are conflicts when strategic traffic runs through the town centre, often severing pedestrian routes and connectivity.
- The town centre has plentiful car parking – although;
  - the management regime should be improved to better meet the needs of shoppers and visitors rather than workers;
  - the many small car parks cause unnecessary additional vehicular traffic and contribute to the breakdown of the consistency of the built form;
  - in certain environmentally important area, such as the Whitesands riverfront, parking is given undue prominence. This is made worse by the wide spread abuse of parking restrictions, such as the chronic illegal parking in the High Street and the southern end of English Street.
- Dumfries is connected by rail, strategic bus and local bus links and presents opportunities to enhance the interchange between these services
- Dumfries has many rich associations with notable historical events and famous people reinforcing its strong historic identity and visitor interest.

Set against these are a number of issues that should be addressed in order to reinforce the town centres potential:-

- Continuing development pressure on out of town sites.
- Continuing flood risks at the Whitesands constrains major developments.
- An increasing level of vacancy in town centre retail units, and some significant areas of vacant, underutilised and derelict sites and to many buildings in poor condition
- The planned relocation of the arts college removing desirable activities from the town centre
- The effects of decline undermine confidence and suppress aspirations
- Physical structure of the town suffers from gap sites,

- under-utilised land and large surface car parking areas.
- The Town Centre is car dominated with poor balancing of pedestrian priorities.
- The rail service is an important regional link, although the service poorly linked to the town centre and the bus network.
- Public areas look tired and dated.

### Healthcheck Of Dumfries Town Centre

Research by central government and others agencies makes it very clear that one of the primary attributes of a successful town is a successful town centre. One of the primary qualities of a successful town centre is a commitment to creating and maintaining good public space which people want to visit and linger in. The Scottish Executive recently published a consultation draft SPP8 'Town Centres' which in due course will replace NPPG8, first published 1998. Both SPPG8 and NPPG8 emphasise traditional town centres as the first choice for directing most new development and this is now a well established national policy. They also emphasise the contribution of quality public space and high standards of design in new development is also referred to as essential conditions of modern, attractive, welcoming and competitive town centres.

This reinforces the advice given in 'Designing Places – A Policy Statement for Scotland' which identifies six environmental qualities associated with "successful places":-

- they have a distinct identity
- their spaces are safe and pleasant
- they are easy to move around, especially on foot
- visitors feel a sense of welcome
- they adapt easily to changing circumstances
- they make good use of scarce resources – they are sustainable.

The Scottish Executive's PAN 59 – 'Improving Town Centres' advocates a "whole place" approach and recognises that retail, though critically important, is not the whole story. It refers to

the key factors of the most successful town centres but also the greatest threats and challenges to their continued health, including:-

- the decentralisation of functions
- lack of choice and variety in the retail offer and other activities
- physical decline, particularly beyond the core
- car congested streets with unresolved pedestrian conflicts
- poorly designed and maintained public realm and low quality piecemeal development
- fragmented pattern of land and building ownership
- the cumulative effects in terms of image, environment, safety, tourism and property

From these, and other advice documents, nine criteria have been identified which allow us to assess the health of the town centre.

- Distinctive and High Quality Built Form is memorable and provided a vital backdrop to the many activities that are played out against it. This generates civic pride and strongly encourages tourist visits.
- Successful Public Realm.
- Thriving Retail. The presence and performance of all retail of all forms (comparison, convenience and specialist) and types (independents, multiple).
- Civic Presence. Civic buildings and their uses are part of the image and of major towns and regional centres.
- Cultural Facilities.
- Quality Residential.
- Well Managed Movement System.
- Leisure Opportunities.
- Higher Educational Facilities.



*The town has important services and retail hub at regional level.*



*Excellent riverside location with significant regeneration potential.*



*Cars and parking are a dominant element in the town centre.*

As can be seen from the chart the overall analysis of performance indicates that Dumfries Town centre performs badly in a number of key areas. In many of the poorest categories there remain considerable potential for improvement. For instance although the distinctiveness of town centre performed badly in a recent survey [early results from the retail study] it has a number of important assets that, if harnessed correctly, can help provide an environment of the highest quality.

	Performs Well	Neutral	Performs Badly
Distinctive Quality		●	
Public Realm			●
Retail			●
Civic Presence	●		
Cultural Facilities		●	
Quality Residential			●
Movement			●
Leisure		●	
Higher Education			●

## Vision

Dumfries must have a clear understanding of where it wants to go. The vision for Dumfries is *'to reposition Dumfries as one of Scotland's most successful regional capital towns, drawing on its strong administrative base, the assets of its historic urban character, the amenity of the River Nith and the developing knowledge, leisure and cultural economies. Dumfries should develop as an exemplar town, a model of sustainable urban regeneration, a first choice location to live, work, invest, shop and relax, at regional and local levels'*.

The vision is based on a concept of Dumfries Town Centre which

- contains well laid out surfaces paved with visually attractive, high quality materials, are;
- is surrounded by attractive, well maintained buildings and;
- supports a busy pedestrian environment which people are anxious to visit and linger in.

The aspirations of the vision are developed into detailed objectives which will guide the development of strategies for action. The objectives for the town centre are set out as follows:

- **Objective 1**  
Develop synergies between Dumfries Town Centre as a leisure, cultural and administrative base and Crichton as a regional core of the knowledge economy to form a coherent regional cultural and innovation centre of excellence
- **Objective 2**  
Stimulate local business and the innovation culture in Dumfries through the promotion of a variety of adaptable building types which respond to the urban structure of the various character areas in the town, mixed use zones and strategic linkages

- **Objective 3**  
Strengthen the urban structure of Dumfries by reinforcing the hierarchy of primary, secondary and tertiary streets and extending historic building patterns into the major opportunity zones at Whitesands, Greensands and St Andrews
- **Objective 4**  
Strengthen the image and role of the River Nith as a strategic corridor and local amenity through a programme of public realm improvements and by strengthening connections for people travelling between the town centre and the Crichton
- **Objective 5**  
Improve the image and environmental quality of Dumfries town centre as a place to live, work and shop through a programme of public realm improvement works
- **Objective 6**  
Develop, co-ordinate and target funding, implementation and delivery mechanisms

## Actions

To support this vision, and the key objectives, it will be necessary to:

- Resist further out of town development particularly retail for the foreseeable future.
- Carry out or promote a series of projects and initiatives that improve the construction, layout, and presentation of the surfaces of streets and public spaces and the buildings that bound them.
- Support the development knowledge and innovation based activities by developing connections between the town centre and the Crichton. Possibilities include forming a high quality parkland link adjacent to the River Nith and dedicated transport routes.

## Projects

At its most basic level the proposed Urban Design Strategy protects and enhances the physical structure of Dumfries town centre. It consists of a number of projects and initiatives aimed at protecting what is best and improving what falls short of the desirable standards. These are laid out in the form of a framework for each of the five sections of the town centre identified as having a different character.

The key objectives and actions for each character area are summarised as follows:

### High Street

The High Street and its network of closes and courts running off form the medieval core of the town. There are significant public realm opportunities along the High Street including:

- Improve the street by means of Street Improvement schemes in Friars Vennel, Burns Square, Queensberry Square and possibly the southern end of the High Street, Fountain Square, Bank Street and English Street.
- Seek to bring Greyfriars Church and Midsteeple back into use.
- Promote the redevelopment of small gap sites like the small car park between 73 and 93 Queensberry Street

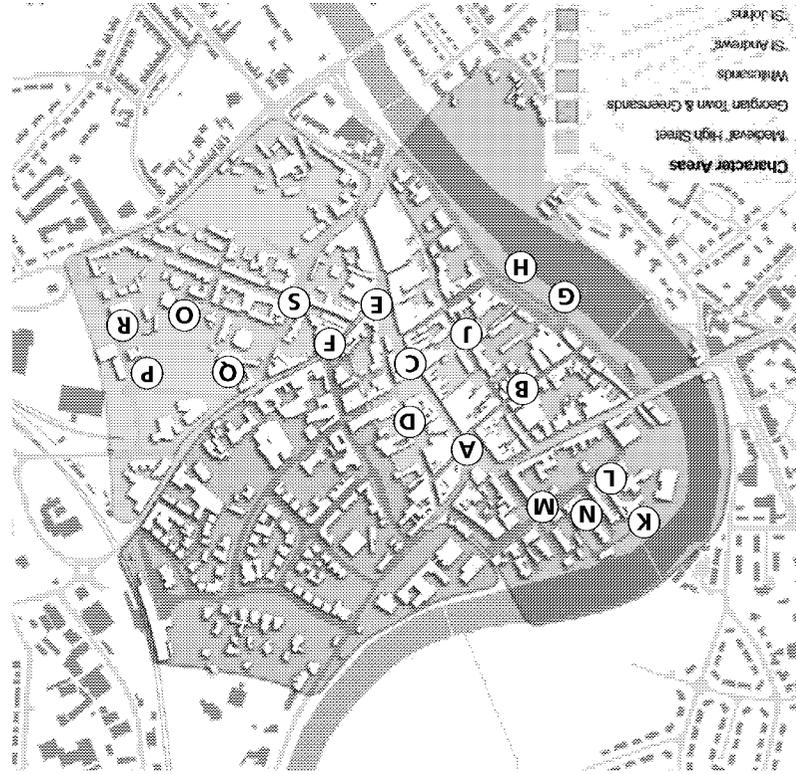
## Georgian Town

The Greensands and Georgian Town areas of Dumfries contain a fine stock of historical buildings and streets. The area has a potentially excellent urban structure, with fine riverside views and amenities and strong connections to the High Street. The key projects identified for the Greensands/Georgian Town include:

- The area presents the opportunity to develop workspaces and small offices at round floor level with residential above in the opportunity sites. This mixing of uses can work in harmony with the larger scale of development at Crichton. In time, the Georgian Town could become a centre of innovation for small scale commercial businesses.
- Development of a high quality riverside parkway with excellent pedestrian amenities and locations in the wider catchment of the town centre, including Crichton
- Preparation of a development framework and capacity analysis for key sites in the area. Key qualities for physical regeneration are set out.
- Opportunities for cross river pedestrian connections are identified.

Project Objective				Project Reference	Character Area Project
Public Realm	Urban Maintenance	Urban Reconstruction	Urban Repair		
				A	Burns Square & Greyfriars
				B	Frars Vennel
				C	Queensbury Square
				D	Queensbury Street
				E	Fountain Square
				F	Queen Street
				G	Urban Structure Concept
				H	Flood Mitigation
				J	Whitesands Market
				K	Urban Structure Concept
				L	Greensands
				M	George Street
				N	Gordon Street
				O	Urban Structure Concept
				P	Leisure Centre
				Q	Odeon Site
				R	Scottish Power
				S	Shakespeare Street / Queen Street

NOTE: The illustrations for Frars Vennel are sketch design concepts only



NOTE: The letters are cross referenced to the table opposite

## Whitesands

The Whitesands is a significant element of the arrival image of Dumfries Town Centre. Currently used as a carpark, the Whitesands has suffered from a lack of investment in its building stock and public realm. However, the area has excellent riverside amenity potential, with good links to the High Street. The key projects identified for the Whitesands include the following:

- Preparation of initial design proposals for the creation of a major riverside public space at the Whitesands. This strategy addresses the issue of flooding in this part of the town centre.
- Development of a capacity analysis and development framework for key sites, including the Whitesands Market area which sits between the river and the High Street
- Recommendations for the development of more detailed design guidance and policy guidance for key buildings and sites facing the river in terms of building condition, façade enhancement and land use opportunities.

## St Andrews

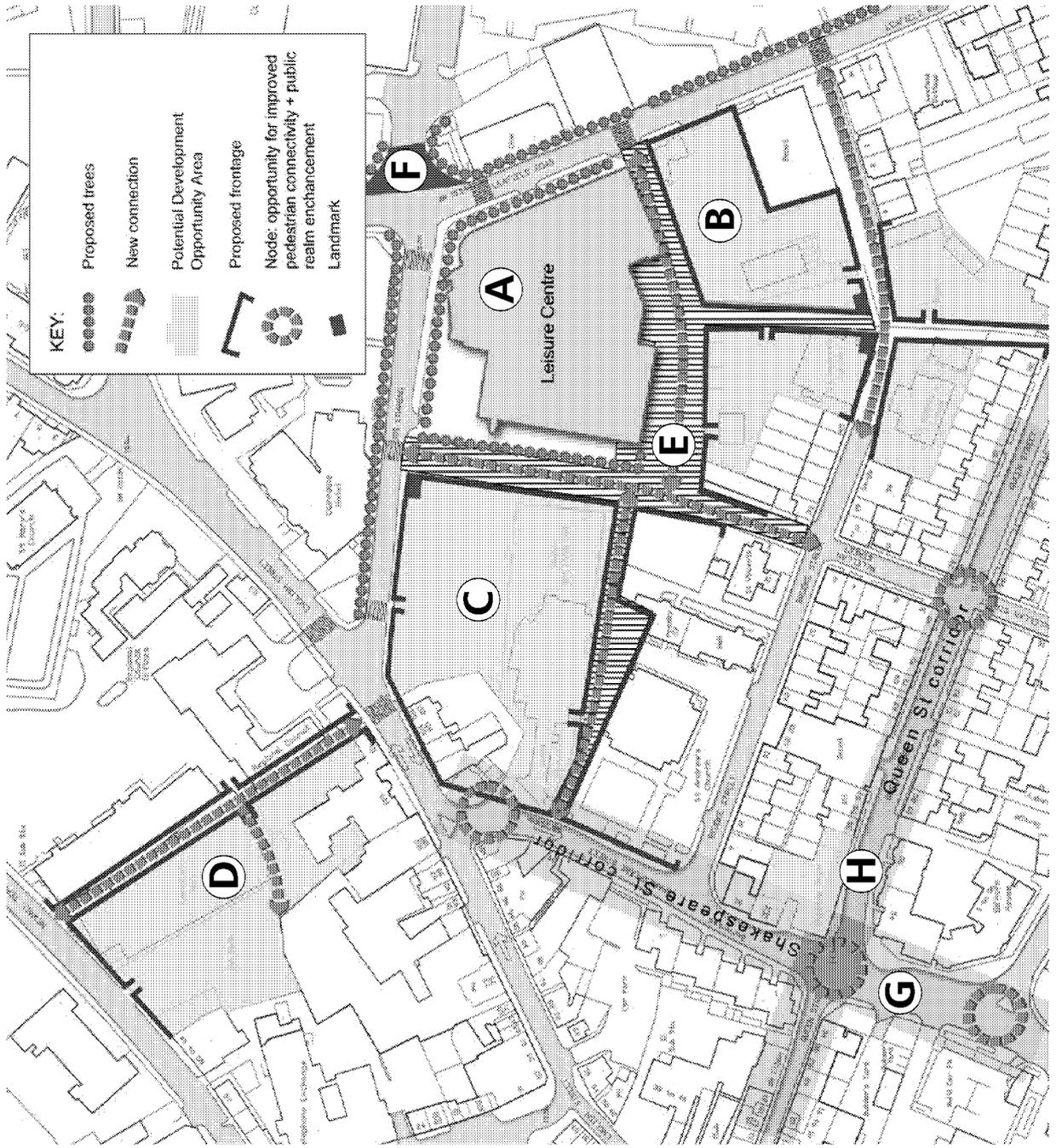
The St. Andrews area of Dumfries town centre contains a number of regeneration initiatives, including the proposed leisure centre, and transport interchange. There are a number of opportunity sites in this part of the town, with significant opportunities to stitch parts of the urban fabric back into the town centre structure. The key projects identified for St. Andrews are summarised as follows:

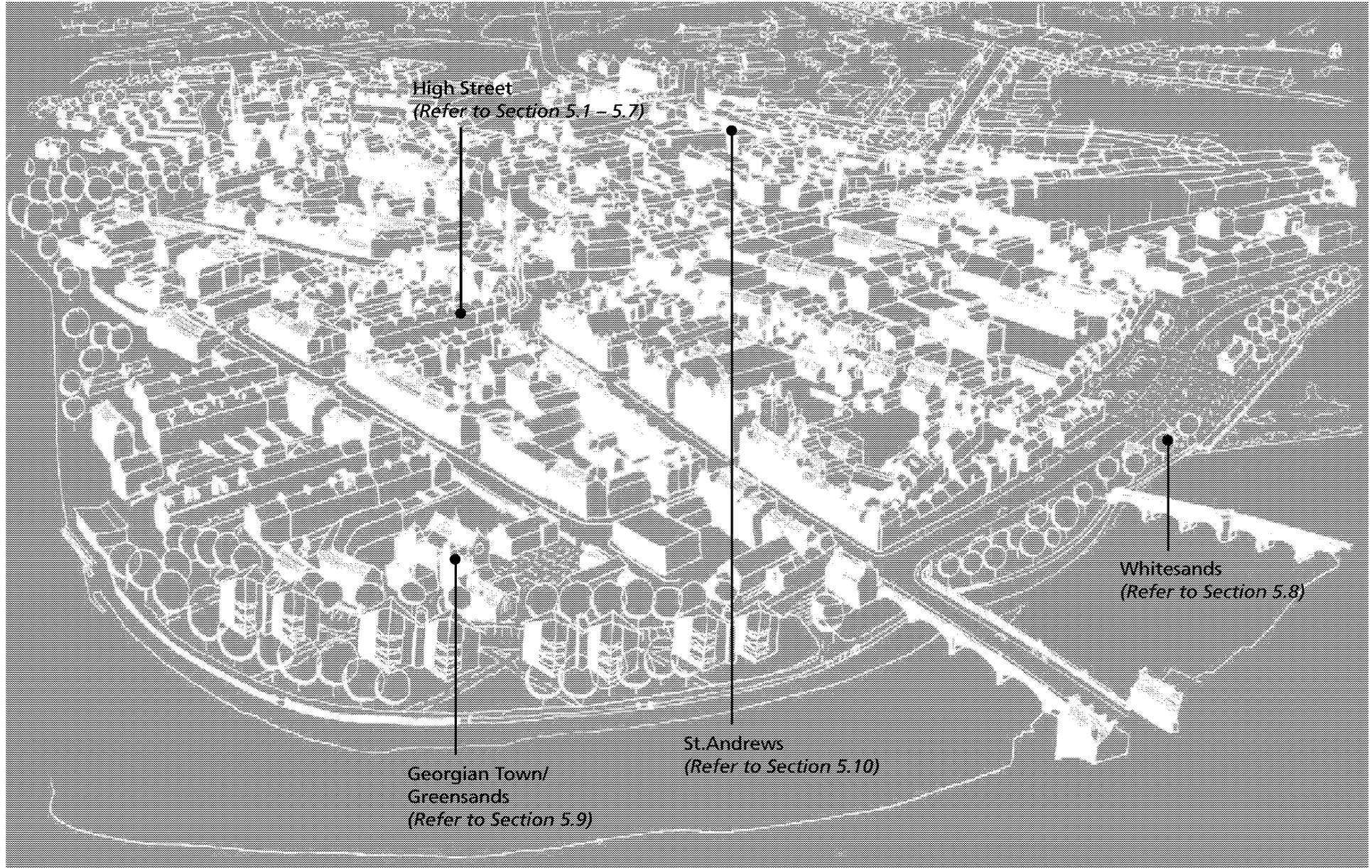
- Preparation of an outline development framework for the key opportunity sites, focusing on the leisure centre proposal
- Corridor enhancement guidelines for key streets including Shakespeare Street and Queen Street, focusing on pedestrian crossing facilities and traffic management

## St Johns

The St. Johns area is located to the north west of the town centre. It overlaps with the Greensands/Georgian Town area. In this context, the key urban form proposals for this area are detailed in the Georgian Town projects.

Development Framework Concepts





Location of strategic projects and cross references to main report.

## Design Guidance

There are many places in the town centre where buildings are under-used or are inappropriate in scale, quality, or use. Some buildings in the town are also derelict and feature strongly in plans to regenerate the town. Potential opportunities for redevelopment projects can attract investment, creating new uses and jobs and improve the townscape. If the town centre is to derive the maximum benefit from these opportunities it is important that a comprehensive strategy is created which identifies these opportunities, promotes their redevelopment and guides proposals in a way that achieves appropriate buildings of the highest standards.

This may be achieved by a combination of a register of opportunity / development sites linked to specific development guidance.

The Urban Design Strategy identifies a series of design guidelines for Dumfries, to inform the planning, building design and public realm design of the town centre. The key recommendations are summarised as follows:

### Built Form

The key aspects of the physical structure of a town centre include:

- Layout (the structure of streets and spaces)
- Urban Grain (characteristic patterns by which buildings are laid out in a particular area)
- Density and mix of land uses
- Scale, height and massing
- Public realm
- Construction and architectural detailing

There are a number of character areas in Dumfries, each with its own combination of the key aspects of form which create areas of distinctiveness within the town. Accordingly, a series of generic urban structure guidelines are set out in the Urban Design Strategy with recommendations as to how these guidelines should be developed in further detail to respond to the key contextual assets of each character area.

In broad terms, the key urban form guidelines can be summarised as follows:

- **Urban Structure**  
The town centre should re-inforce the traditional street structure, and enhance the pedestrian movement network.
- **Urban Grain**  
Buildings should face the street, animating the public realm. There should be a regular pattern of buildings, maximising the adaptability and range of choices in the town centre.
- **Density and mix**  
The town centre should support a range of uses, including residential, retail and commercial, with a high proportion of mixed use in the heart of the town.
- **Building Height**  
In general, building heights should relate to the contextual height of existing development, with some opportunities for set backs at upper floors, the pattern made by roofs and landmark buildings.
- **Public Realm**  
Detailed guidance for the public realm is set out below
- **Appearance and detailing**  
The detailing of buildings and public spaces should be of an excellent quality, relating to the traditions of the region, high quality workmanship and environmental performance.

## Public Realm

Design guidance for the public realm in Dumfries is set out in terms of surfaces and materials, street furniture, trees and planting, lighting and public art:

**Materials and Surfaces** should be robust, simple, and well laid to create a coherent linking element in the town centre. The materials should be carefully selected, and laid to respond



Artists impression of proposed improvements to Friars Vennel.

to local design cues, which may include boundary definition, marking out special zones or accommodating vehicular traffic. The detailing of the floorscape should be designed to incorporate streetscape elements as required, including channels/gullies and street furniture.

**Street furniture** should be an integral part of the public realm, located to respond to the patterns of use in a town centre. This considers the need for seating, cycle storage, traffic management and information. Street furniture elements should be well designed, simple and selected from a limited palette which forms a 'family' of elements, responding to the character of the town centre.

**Trees and planting** can add significantly to the character of the town centre. However, planted elements need to be chosen and located with care. Plants need to be chosen to respond to the scale of spaces, and the particular environmental conditions of the town. Trees should be avoided where their planting will create dark unsupervised zones, or screen views of distinctive building elevations.

**Lighting** is an essential ingredient of town centre environments, particularly during the evening. The lighting strategy for a town centre should create a unifying element, enhance areas of particular local character and maximise opportunities for the surveillance of streets and spaces.

**The visual arts** should be seen as an integral part of the public realm improvements. They can be used to stimulate public involvement and cultivate a sense of civic pride. The use of public art should be directed to enhancing the legibility of the town centre, interpreting particular spaces or events, marking key points and animating public spaces.

## Management and Maintenance

The value of investment into the public realm is reduced if it is not managed effectively. Design and maintenance need to be considered together if the public realm is to add value to the perception of the town.

To maintain an attractive, clean and well maintained street and public spaces, means working with shop keepers, local businesses and the general public. The team responsible for managing the town centre should monitor cleansing operations, seek to improve the methods used and raise the awareness of the users of the street of the value of the public realm.

Methods that can be used to promote these objectives including;

- Statutory Maintenance orders promoted under the Housing Act (Scotland) 2003 and Civic Government Act (Scotland) 1987
- Promoting 'Clean Streets' by prompting public awareness
- Compiling maintenance manuals that specific agreed standards and methods of maintenance
- Promoting the continuing involvement of design in streetscape projects

## Implementation and Delivery

Delivering the Urban Design Strategy requires a flexible approach, which is capable of responding to the ever changing social, economic and policy contexts affecting the town centre. The key principles of the implementation and delivery strategy for Dumfries Town Centre are set out as follows:

## Planning Policy Review

Town Centre development should be guided by dedicated town centre planning policy. A number of opportunities for additional town centre policy have been identified as follows:

- **Supplementary Planning and Design Guidance**  
Supplementary Planning Guidance formally describes the council aspirations for development. As such it guides and supports the statutory planning system and councils decisions related to it. Town Centre Planning Guidance is required to explain how the physical structure of the town centre will be consolidated. It should set out the Council's recommendations on future land use, the physical size and form future development should take, design standards and preferred future uses of vacant buildings and sites and development areas
- **The Town Centre and the Crichton**  
The excellent opportunities for a creative partnership benefiting both the Crichton and Dumfries town centre have been identified. The advantages accruing by this partnership should be propagated by an economic policy, embedded within the planning framework. This initiative should encourage larger scale uses to locate at the Crichton with smaller scale amenities gravitating to the town core.
- **Strategic Drainage Policy**  
Flooding is a constant problem in Whitesands area of the town centre. Dumfries and Galloway Council need to have and explain a clear policy of what it intends to do about this issue in the future in order to promote confidence and allow other to plan. This policy should clearly indicate the timescale involved.
- **Design Guidance**  
Detailed design guidance for the rehabilitation of key sites should be developed to set out specific quality parameters for the town centre.

## Priorities

Regeneration is delivered by a number of different means, many of which the stakeholders can affect only indirectly. However in certain key areas major stakeholders, particularly Dumfries and Galloway Council, are directly responsible and must set an example of good practice and commitment.

The challenge for the public sector is to make the best use of available resources and funding in delivering key projects, and also, set out explicit quality guidance for development to be provided by others. The key project objectives, priorities and partnering requirements to deliver the projects are set out as follows:

Project Location	Project Type	Timescale Priority	Partners/Stakeholders	Funding
High Street	Urban Repair	Short to Medium term	Local Businesses / community	
Burns Statue Square	Public Realm /Urban Repair	Medium Term	Highways Authorities /Local Businesses	Public Sector
Friars Vennel	Public Realm	Short Term	Local Businesses	Secure
Queensbury Square	Public Realm /Urban Repair	Medium	Highways Authorities /Local Businesses	Public Sector
Queensberry Street	Public Realm	Medium / Long Term	Local Business	Public Sector
Fountain Square	Public Realm	Medium / Long Term	Local Businesses	Public Sector
Queen Street	Public Realm	Medium / Long Term	Local Businesses	Public Sector
Reclaiming the Whitesands	Urban Reconstruction	Medium Term	Highways Authority, Environment Authorities / landowners  Design Development	Some up front public sector funding for site assembly / Preperation /
Reconnecting Greensands and the Georgian Town	Urban Reconstruction	Medium Term	Private Sector possible PPP/ JV  Preperation	Some up front public sector funding for site assembly /  Design Development
St.Andrew's Quarter	Urban Reconstruction	Short Term	Private Sector / Possible PPP/JV	Some up front public sector funding for site assembly / Preperation Design Development

PPP Public / Private Partnership  
JV Joint Venture

The projects and strategies identified in the Urban Design Strategy have been evaluated in terms of their potential impacts and value for money. This analysis, together with the review of

delivery structures and timescales help to assert the key projects and priorities.

Project	Significance of project location	Potential impact of Project	Value for money	Notes
Whitesands Riverside	Very high	Very High	High	The cost appraisal will need to consider flood protection scenarios, and investigate costs/ benefits of longer term and short term strategies.
Shakespeare St/High St/Michael St junction	High	Very High	Very High	Pedestrian crossing enhancements would be key output. Detailed traffic management analysis required.
Queen St/English St (between Queen St and Loreburn St)	High	Very High	High	Pedestrian cross enhancements would be key output. Detailed traffic management analysis required.
Queensberry Square	Very High	Very High	Moderate	Project will strengthen image and function of town centre core structure.
Burns Statue Square	Very High	High	Moderate	Detailed traffic management analysis required.
Bank Street	High	High	High	Detailed traffic management analysis required.
Great King Street	High	High	High	Project concept based on relocating substantial traffic movements
Shakespeare St/Queen St junction	Moderate	High	High	Detailed traffic management analysis required
Shakespeare Street by Brooms Road car park access	Moderate	Very High	High	Detailed traffic management analysis required.
High St (Midsteeple/Fountain Square)	Very High	High	Moderate	Project will strengthen image and function of town centre core structure.
High St (Fountain Square to Shakespeare St)	Very High	High	Moderate	Project will strengthen image and function of town centre core structure.
High St (Burns Statue to Queensberry Sq)	Very High	High	Moderate	Project will strengthen image and function of town centre core structure.
Queensberry St	High	Moderate	High	Localised improvements to improve existing structure
Irish Street	High	Moderate	High	This project is not specifically identified in the Urban Design Strategy projects. However, consideration should be given to developing a strategy for this street which is based on enhancing pedestrian movement and amenity through a series of localised improvements.
Loreburn Street	Moderate	Moderate	High	Detailed traffic management analysis required.
Buccleugh Street	Moderate	Moderate	High	Detailed traffic management analysis required.
College Street	Moderate	Moderate	High	Detailed traffic management analysis required.

## Funding and Procurement

As already noted some of the above work will require direct funding by the public sector. Other work may be appropriate for a joint approach or strong private sector commitment.

Potential sources of funding include:-

- Section 75 of the Town and Country Planning (Scotland) Act 1977 could be used to raise funding to contribute to projects in the town centre.
- Some funding may be available at National level, via the Scottish Executive or similar agencies for particular projects. Competition for these funds is often quite strong, requiring the development of well articulated, clearly argued business cases.
- Design Guidance for development will promote redevelopment funded by the private sector.
- Joint Venture Projects between the Council and the private sector should be explored, particularly in terms of the potential development of the Georgian Town into a innovation quarter.

## Championing Good Design in Dumfries Town Centre

An essential Ingredient in the process of regenerating the town is championing the vital role of good design, continuing commitment to a long term process and maintaining enthusiasm. The role of champion and Town Centre Steering Group are important issues in this regard.

# DUMFRIES TOWN CENTRE REGENERATION

08/02/2007

## INDICATIVE PUBLIC OPEN SPACE IMPROVEMENT PROGRAMME

Design, tender and mobilisation   
 Construction Period (funding allocated)   
 Construction Period (funding not allocated) 

Project	Indicative Costs	2007				2008				2009				2010				2011				2012				2013				2014			
		2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st				
FRIARS VENNEL - Phase One	£ 400,000																																
FRIARS VENNEL - Phase Two	£ 400,000																																
WHITESANDS RIVERSIDE - Overall Design Study	£ 30,000																																
WHITESANDS RIVERSIDE - Phase One	£ 450,000																																
WHITESANDS RIVERSIDE - Phase Two	£ 600,000																																
WHITESANDS RIVERSIDE - Phase Three	£ 600,000																																
WHITESANDS RIVERSIDE - Phase Four	£ 600,000																																
SHAKESPEARE STREET (High St / St Michaels St Junction)	£ 550,000																																
SHAKESPEARE STREET (by Brooms Rd car park junction)	£ 225,000																																
SHAKESPEARE STREET (Queens Street junction)	£ 225,000																																
ENGLISH STREET / QUEENS STREET (Loreburn St to Shakespeare St.)	£ 550,000																																
HIGH STREET (Queensberry Square)	£ 1,500,000																																
HIGH STREET (Burns Statue Square)	£ 1,000,000																																
HIGH STREET (Midsteeple and Fountain Square)	£ 1,200,000																																
HIGH STREET (South end between Fountain Sq to Shakespeare St)	£ 500,000																																
HIGH STREET (North end between Burn Statue Sq and Queenberry Square)	£ 500,000																																
GREAT KING STREET	£ 600,000																																
BANK STREET	£ 550,000																																
QUEENSBERRY STREET	£ 400,000																																
LOREBURN STREET	£ 500,000																																
BUCCLEUGH STREET	£ 450,000																																
COLLEGE STREET	£ 450,000																																
		£467,800				£943,400				£1,228,743				£2,452,857				£2,224,729				£2,213,471				£875,167				£864,833			

### IMPORTANT NOTE

All figures are estimates based on late 2006 prices and are indicative only. Estimates are based on the best evidence to hand but contain many uncertainties such as the eventual extent of work, effect of inflation, future choice of materials, etc.

The order of implementation is also indicative. Priorities will change and other factors may well influence the order that they are implemented in.