

STIRLING COUNCIL DEVELOPMENT BRIEF

RAINBOW SLIDES, STIRLING

INTRODUCTION

The purpose of this Brief is to state Stirling Council's position on development matters associated with the future redevelopment of the site of the former Rainbow Slides leisure centre in Stirling. It provides detailed guidance for potential developers to assist in the preparation of planning applications. The Brief identifies known constraints to the site, as well as stipulating specific development requirements, and will make recommendations on the types of uses appropriate for the site. It is consistent with and supplements the policies and proposals of the Proposed Plan.

LOCATION OF SITE

The site is located on Goosecroft Road in an area defined as City Centre within in the Proposed Plan. The site lies just a few hundred metres north of Stirling Railway Station and the new major mixed use Forthside development. A dual carriageway section of the A9, one of the main routes into the City, runs along the eastern boundary of the site. The site lies within the frame of an important view of the castle from the approach towards the city centre from the Forthside / Shore Road route into the city centre. The City Centre Development Framework recognized that to the south west of the site, a major development opportunity exists at Station Road that together with the development site itself has the potential to redefine this part of Stirling.

The site lies adjacent to Stirling Town Outstanding Conservation Area and as such development at the site must comply with relevant policies in the Proposed Plan which requires the development of such sites to be sympathetic to the character and appearance of neighbouring Conservation Areas.

DESCRIPTION OF SITE

The now closed Rainbow Slides leisure centre and its car park currently occupy the site.

As part of a rationalisation of the Councils leisure facilities, the Rainbow Slides leisure centre had been closed since the development of new facilities at Forthbank Sports Village. The Council is of the opinion that the building had reached the end of its useful life and marketing had been anticipated for some time. Rainbow Slides is the only building on the site and so the entire site can therefore be considered developable.

The total area of the site is around 0.8 hectares. The shape of the site will be an important factor in the design of any future development. The plot of land narrows considerably towards its southern end into a corner that may prove to have very little development potential. The site runs to around 60 metres across at its widest, at the north end, and 190 metres from north to south.

Other buildings nearby include a short row of residential tenement flats to the north at Park Lane and a number of offices on Viewfield Street back onto Goosecroft Road. A row of Category B Listed Buildings on Cowane Street back onto Goosecroft Road and it is likely that any new development on site will sit facing these properties' back gardens. At present there exists little cohesion between all of these buildings, their uses, and the site itself, and the Rainbow Slides building exists in a degree of isolation from nearby uses. There are a small number of trees on the site that are situated at its far south corner, at its northern perimeter between Rainbow Slides and Park Lane, and tucked behind the Rainbow Slides building midway along its eastern boundary. The trees at the far south corner of the site create a buffer of sorts between the Shore Road, the A9, and the rest of the site. A further row of trees marks the boundary between the site and Park Lane. Note however that these trees are not within the site itself.

The A9 creates a strong boundary along the east of the site that may limit the scope of some development opportunities.

A pavement runs along the west of the site on Goosecroft Road and creates an important pedestrian link from the railway station to areas in the north of the City such as Raploch, Cornton and Causewayhead. The enhancement of public pedestrian links across this axis will be a necessary component of any development of the site. Stirling Council owns all land within the development area covered by this Brief.

APPROPRIATE USES

The facilities that have previously been available at this site will be provided at Forthbank Sports Village from spring 2009. It is not considered therefore that the redevelopment of the site should be restricted to a leisure use.

The site lies within an area designated in the Proposed Plan as City Centre. As such a mix of City Centre uses would be appropriate, including office, leisure, retail and business uses. The site itself is identified within Proposed Plan and the City Centre Development Framework, as a future redevelopment opportunity for a mix of these uses, enhancing and deepening the City Centre offer.

The following outlines a selection of appropriate uses for the site and Specific Planning Requirements that will be applicable regardless of future use.

PLANNING REQUIREMENTS

Retail Development Proposals

Stirling Council Planning Policy supports proposals for appropriate retailing within the City Centre. It will however be important to ensure that any development incorporating an element of retail ensure that ways to establish and/or improve linkages to the Prime Retail Area are explored.

Residential Development Proposals

Support is given in the Proposed Plan for the development of sites within settlements for residential purposes. Both medium and high-density housing surrounds this site and by way of its City Centre location, higher density housing may be supported. A flatted or townhouse type development therefore may be the most appropriate form of housing for this site.

In accordance with the Proposed Plan, any residential proposals will require to provide affordable housing at a rate of 25%. (Further guidance should be sought from SG04: Affordable Housing).

Student Housing Accommodation

Stirling University is located less than two miles from the development site. The University is a major employer in the Stirling area and has a student population of around 9400. The former Rainbow Slides site could accommodate a purpose built high-density student accommodation that may be unsuitable at many other potential residential development sites. The site benefits from excellent national, regional and local level public transport links and leisure and retail facilities are within walking distance. The site is therefore particularly suitable for housing a student population who would be expected to have a low rate of car ownership.

Similar requirements to standard residential developments would apply for such a development although a lower on-site parking capacity than for standard residential developments would apply and a higher density form of housing would be acceptable.

Business Proposals

Due to the close proximity of the site to residential development, employment development opportunities may be restricted to Class 4 office uses compatible with the amenity of the area.

Leisure Proposals

Support will generally be given to commercial leisure opportunities such as cinemas, bingo halls, and health and fitness clubs within the City Centre, provided that the detail of any individual proposal does not conflict with other policy objectives. Given the existing use of the site, and its proximity to public transport facilities, the site lends itself to other commercial leisure uses.

Pedestrian links and Rights of Way

Pedestrian links should be an important part of any plans to develop the site. Regardless of the use proposed, there will be a requirement to ensure safe and convenient pedestrian linkages between the site and surrounding land uses such as Stirling Railway and Goosecroft Bus Stations; Barnton Street and the rest of the City Centre; and the Forthside mixed use development that is currently in progress. The pavement adjacent to the site provides an important link between Station Square, a prime redevelopment opportunity to the south of the site, and the north of the city. The enhancement of pedestrian links through this axis will be a necessary component of any development of the site.

Cycling Provision

At the south end of the site a Sustrans City Cycling Route runs through Station Square and over the bridge on Shore Road to Forthside. A UWS Cycle Route runs along Goosecroft Road directly adjacent to the site. The importance of this location as an origin/destination for cycling will depend on the type of development proposed but should be an integral part of any plans developed for the site.

Public Transport Provision

The development site benefits from excellent public transport links:

Bus services

- The site is 80 metres from a bus stop at Cowane Street for services in and around Stirling. Stirling Bus Station is located 400 metres south of the development site from which regular services run to the Eastern Villages, the Rural Centres and other destinations such as Perth, Dundee, Glasgow and Edinburgh.

Railway station

- Stirling Railway Station is located approximately 160 metres from the site. Regular services from the station connect Stirling to Glasgow, Perth, Dunblane, Bridge of Allan, Falkirk, Edinburgh, Cumbernauld and Aberdeen.

Vehicle Access, Movements and Car Parking

All development proposals are expected to reference and consider the guidance contained within SG14: Ensuring a choice of access.

Vehicle access to the site will be restricted to a single entrance from Goosecroft Road. It is important that a sufficient distance exists between the junctions at the north and south ends of the site. No direct vehicle access will be possible from the A9.

Landscape and Urban Design Objectives

The site lies directly adjacent to Stirling Town Conservation Area. The policies within the Proposed Plan require development immediately adjacent to Conservation Areas is sympathetic to the character and appearance of that Conservation Area.

The aim therefore will be to provide an integrated, high quality development that is environmentally sustainable, visually attractive and sympathetic to the adjacent Conservation Area and that addresses the disjointed and isolated nature of the development currently on site. In this regard the site should not be viewed in isolation and should positively address and respect the existing surrounding landuses and features beyond the boundary; including adjacent residential properties, businesses and the Conservation Area.

The site is relatively long and narrow and has visually important frontages onto Goosecroft Road and the dual carriageway section of the A9. As has been identified above, the redevelopment of the site offers the opportunity to help redefine this area and approach into the City Centre. As such one of the main principles of any development on the site should be to reinforce and enhance the streetscape and activity along Goosecroft Road. It is expected that this will be done through a combination of careful location and orientation of buildings, location of uses and ensuring that main door access is taken from the street.

Consequently the most likely form of development, particularly in the case of residential and/or mixed use will involve a combination of perimeter block and terrace development. Building heights of predominately three storeys are envisaged however some variety in building and ridge heights may be considered appropriate in order to provide visual interest and variety. Greater building heights, (of no more than four storeys) are most likely to be considered along Goosecroft Road and/or to provide a feature or termination point for the development to the north and south of the site. However it is expected that any submission will include a detailed analysis of proposed ridge and eaves heights in respect of adjacent buildings and the impact of the proposals on important views of the site from Goosecroft Road and Forthside/Shore Road.

Given the length of the site frontages, particularly onto Goosecroft Road, it will be important for any proposal to ensure that the building form provides an interesting and varied frontage, which respects the vertical rhythm, scale and massing found in the surroundings. Long, blank elevations should be avoided.

Careful consideration needs to be given to the provision and location of public and private open spaces, including car parking within the site and the clear demarcation between the two. Development should generally avoid large areas of car parking, service/storage areas or rear gardens bounding the street. High

quality, traditional boundary treatments, such as dwarf stone walls and railings will be expected, particularly on visible edges within and around the site.

In drawing up detailed plans for the site, reference should be made to SG01: Placemaking. Preparation of a Design Statement is encouraged, which illustrates how the proposed design solutions deals with the issues raised above; advice on which can be obtained in pre-application discussions.

Noise Impact

Given the proximity of the A9 dual carriageway and railway line, any residential proposals for this site will require to carry out and submit a Noise Impact Assessment to the satisfaction of Stirling Council.

Drainage and Services

If any development proposal is likely to affect any apparatus or facilities within the site, the relevant service provider will need to be contacted with a detailed scheme. Consideration must be given to the proposed method and treatment of surface water run-off from the site, in accordance with SEPAs requirements for Sustainable Urban Drainage Systems (SUDs), which is applicable as best management practice for such developments.

Open Space and Play Space:

A financial contribution may also be required towards play and open space provision. (further guidance should be sought from SG02: Green Infrastructure)

Address **RAINBOW SLIDES,
GOSECROFT ROAD,
STIRLING.**

Corporate Services,
Asset Management,
Municipal Buildings,
STIRLING
FK8 2HU



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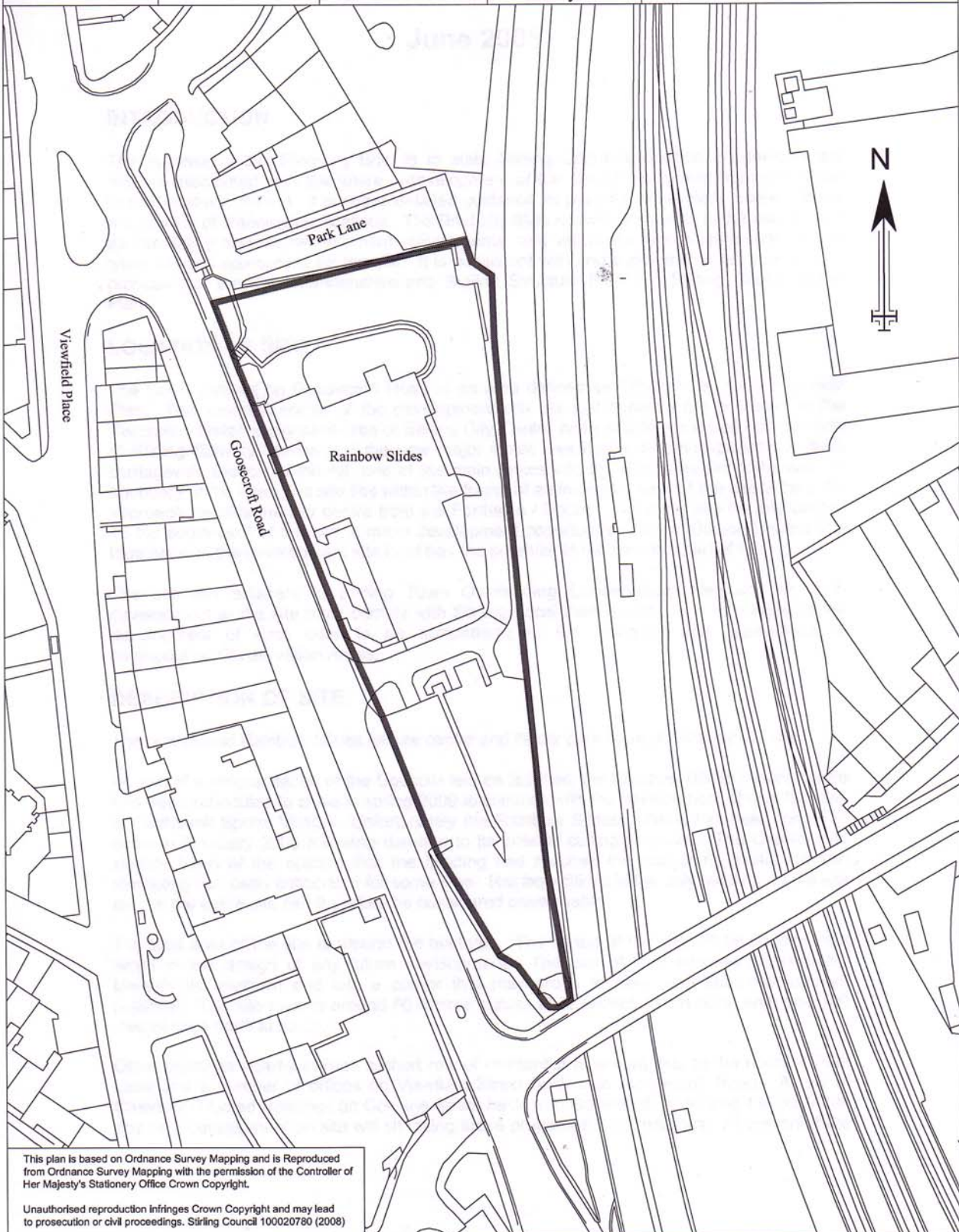
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Date

January 2008

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