

STIRLING COUNCIL DEVELOPMENT BRIEF BURGHMUIR, STIRLING

INTRODUCTION

The purpose of this brief is to state Stirling Council's position on development matters associated with the future redevelopment of Burghmuir, Stirling. This brief aims to provide 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.

The key objectives in developing this site are: -

- To improve accessibility to and from the site, which will reduce the current traffic problems associated with the surrounding road network.
- To better integrate the site with the City Centre through enhanced pedestrian linkages.
- To provide a comprehensive redevelopment of the site for a use or uses that will complement activities within the City Centre.
- To significantly enhance the image of this prominent site while releasing a substantial and sustainable brownfield site for redevelopment.

LOCATION OF SITE

The site is located at the southern edge of Stirling City Centre, off the Burghmuir Road, a dual-carriageway section of the A9 and one of the main routes into the City Centre from the south. Currently a mixture of uses, which include retail, residential, leisure, car parking and business as well as unkempt land, surrounds the site (see Location Plan).

DESCRIPTION OF SITE

The site was previously in use as a Council vehicle depot, industrial units, pay and display car park, and garages. Recently a number of buildings on the site have been demolished, including the Miners Welfare Club. See Site Plan attached for full area covered by brief.

Land within the area covered by the brief is in both public and private ownership. Stirling Council owns the Burghmuir Industrial Estate site (1.64ha). The area that lies between the Industrial Estate and car park; in use as garages, vacant land and a National Tyres depot; is in private ownership. Given the mixed ownership within the area, any comprehensive redevelopment will require to consider the land assembly arrangements.

The relocation of existing uses may be appropriate to facilitate a comprehensive redevelopment of the wider site area. Compensatory provision for the loss of public car parking will be required on the site. An alternative site for the relocation of Wellgreen Home will also be necessary should it be included in any redevelopment proposals.

APPROPRIATE USES

The northern section of the site is identified within the Proposed Plan as being within the City Centre Boundary. The City Centre Development Framework identifies it as a future redevelopment opportunity for a mix of uses, where this will promote the efficient and sustainable use of urban land, enhancement of the amenity of the immediate environment, and incorporation of Central Scotland Green Network principles. This therefore gives support to a variety of uses including leisure, residential, convenience (food) retailing, hotel and industrial/office uses. Any one or combination of these uses will be appropriate for the site but will require to be of a scale, character and design appropriate to the City Centre and compatible with adjacent uses.

PLANNING REQUIREMENTS

Retail Development Proposals

Planning Permission in Principle has been granted for part of the site, and remains extant. This includes acceptance of Class 1 Retail on the site. The permission however does include restrictive conditions regarding the type and make-up of any retail coming forward. Detailed development proposals involving retail should be discussed with the Planning Service in order to ensure that linkages with the City Centre, and Prime Retail Area have been adequately explored and enhanced as a result of the development.

Housing Development Proposals

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

Pedestrian Access and Rights of Way

Pedestrian links will play an important part in the detailed layout and should consider pedestrian movements between the site and the City Centre. Development should consider and be consistent with the aims of the Central Scotland Green Network in this regard. (See SG02: Green Infrastructure). Regardless of the use proposed, there will be a requirement to ensure safe and convenient pedestrian linkages between the site and surrounding land uses ie. multi-storey car park, existing shopping areas, the Thistle Centre, residential areas and public transport interchanges. An opportunity to upgrade the condition of the existing subways should be explored as well as other innovative approaches to ensure high quality, attractive and direct pedestrian linkages are provided between the site and the City Centre.

There will be a need to safeguard and enhance existing pedestrian rights of way through the site and on the edge of the site. The existing footpath that runs between Viewforth and the housing east of Burghmuir Road is well used. Any redevelopment will need to incorporate measures for its retention and physical improvement.

Cycling Provision

The importance of the site as an origin/destination for cycling will depend on the type of development proposed. However, any development will require links to the City Centre to be provided. There may also be the opportunity for a strategic cycle route to pass through the site from the City Centre to Braehead. An intended pedestrian crossing facility at Burghmuir Road by Colquhoun Street could be designed to enable cyclists and pedestrians to cross Burghmuir Road. This would avoid the need for cyclists to use the Craigs roundabout subways. This crossing would also be an aid to passengers getting off the bus at this location.

Public Transport Provision

At present there is only one bus stop that would serve the site - on the western side of Burghmuir Road. Bus services linking a wide range of places south and west of Stirling can be accessed from the bus stops in Wellgreen Road, 300 metres walking distance from the current main entrance to the site. This entrance is also 420 metres from Stirling Bus Station, from which a comprehensive network of bus and express coach services can be accessed.

A southbound bus stop and high quality public transport infrastructure (new bus shelters/waiting facilities, information, etc) will need to be provided along Burghmuir Road to improve facilities for bus users. Early discussion should be undertaken with Public Transport Co-ordination (Stirling Council) and with public transport providers to ascertain specific requirements.

Vehicle Access, Movements and Car Parking

Burghmuir Road is currently heavily used by traffic especially at peak times when congestion builds up at Craigs roundabout. The existing access/egress from junctions adjacent to Craigs roundabout should be closed as vehicle conflicts/speeds make them unsafe to use. A Transport Assessment (TA) sensitively related to the use/uses proposed for the site will require to be undertaken to ascertain the exact transport implications of any development at Burghmuir and the opportunities to improve travel choices, particularly for pedestrians, cyclists and public transport users to and from the site and to the main shopping areas in the City Centre.

It is expected that all new development proposals will have regard to the guidance contained within SG14: Transport: Ensuring a choice of access. This document also gives guidance on whether any financial mitigation will be required for any development on the site. This will be dependent on the exact nature of the development proposed.

An alternative access may be possible from Wellgreen Place but will come in close proximity to Wellgreen House and Wellgreen Business Park, and will therefore require additional land to be achieved. The need for this alternative access and the benefits to be derived from it will require to be determined through the TA process.

The layout of vehicle movements within the site will need to have regard to existing access rights. These being; a service access to Wellgreen House; access to the car parking to the rear of The Bank of Scotland; and access to the Islamic Centre. All internal roads should be provided in accordance with Stirling Council's guidelines.

Care should be taken with the layout of any proposed development to ensure that it does not create the potential for vehicles to park on Burghmuir Road. Redevelopment of the site will lead to a loss of public car parking. The TA should consider the car parking requirements for the proposed development as well as any remaining uses, particularly the Islamic Centre.

The provision of parking associated with the developments should be in accordance with SG14.

Landscape and Urban Design Objectives

In view of the complexities of this site, a Masterplan must be prepared which provides a comprehensive and integrated vision for the whole development area. The aim will be to provide a high quality development which is environmentally sustainable and visually attractive. The site has particular prominence, on one of the main routes when entering the City Centre from the south. There is therefore an opportunity to provide a development which enhances the entrance to the City Centre, the design of which should be sympathetic to the character of the surrounding area.

The site should not be viewed in isolation and should respect the existing surrounding land uses and features beyond the boundary; including adjacent residential properties, businesses and the Conservation Area. The height of the development can reflect that of more recent buildings eg. Thistle Centre, however the western part of the site will need to respect the existing low-level development at Wellgreen Place. The treatment of the elevations to Burghmuir Road will require particular attention. A strong built development should front Burghmuir Road, avoiding blank elevational frontages, particularly at lower levels. The site presents an opportunity to incorporate a distinctive design solution where particular features can be made of certain elevations and corners.

The site has limited vegetation within its boundary. Various trees and shrubbery surround the site, in particular, the embankment area to the rear of Viewforth contains an area of attractive trees and landscaping. A comprehensive landscape framework shall be provided that introduces new open space areas throughout the site and interconnects with the open space areas surrounding the site. In particular, connecting existing footpaths through to the green corridor walkway to the south of the site.

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

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 SEPA's requirements for Sustainable Urban Drainage Systems (SUD's), which is applicable as best management practice for such developments.

Contaminated Land

Given the 'brownfield' nature of this site and its previous industrial activity, all development proposals should be accompanied by a statement regarding contamination and proposed decontamination measures.

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)

BURGHMUIR DEVELOPMENT SITE
(planning brief)

Corporate Services,
Asset Management,
Stirling Council,
Municipal Buildings,
STIRLING,
FK8 2HU.
Tel: 01786 432126
Fax: 01786 432085



| | | | | |
|-------------------------|------|-------------------|-------------|------------------------------|
| Org.No. 997H/ Rev 13 | Area | SCALE : N.T.S. | Drawn HJ | Date Revised June 2007 |
|-------------------------|------|-------------------|-------------|------------------------------|

