

# **STIRLING COUNCIL PLANNING BRIEF**

## **BURGHMUIR, STIRLING**

**June 2007**

### **1.0 INTRODUCTION**

1.1 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 Clackmannanshire and Stirling Structure Plan and Stirling Council Local Plan and Alteration 1A.

1.2 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 "edge of centre" site while releasing a substantial and sustainable brownfield site for redevelopment.

### **2.0 LOCATION OF SITE**

2.1 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).

### **3.0 DESCRIPTION OF SITE**

3.1 The site is currently in use as a Council vehicle depot, industrial units, pay and display car park, and garages. The buildings on the Industrial Estate are nearing the end of their useful life and complete demolition is considered to be the favoured option. Other buildings on the edge of the site, particularly Wellgreen Residential Home, the Miners Club and land surrounding and in use as Linden Avenue car park, although not specifically identified for redevelopment, may be incorporated in order to achieve a comprehensive development of the whole area. As well as covering the land available and for sale (the Industrial Estate, depot and garages) this brief will also therefore consider potential uses for the whole area. See Site Plan attached for full area covered by brief.

3.2 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), Wellgreen Residential Home (0.7ha) and Linden Avenue car park (0.7ha). 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. This area totals approximately 1.0 hectare. The Miners Club is also in private ownership and extends to around 0.16ha. Given the mixed ownership within the area, any comprehensive redevelopment will require to consider the land assembly arrangements.

- 3.3 The relocation of existing uses may be appropriate to facilitate a comprehensive redevelopment of the wider site area. Both the Industrial Estate and Miners Club premises are no longer necessary to retain and will not require alternative provision elsewhere. 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.

## **4.0 APPROPRIATE USES**

- 4.1 The Burghmuir site is identified within the Local Plan Alteration 1A as a future redevelopment opportunity for employment or alternative uses, where this will promote the efficient and sustainable use of urban land, enhancement of the amenity of the immediate environment and appropriate mixed use. The whole area identified on the Site Plan falls within the Edge of Centre designation. This area is the preferred area for uses which cannot be appropriately located within the City Centre and 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.

## **5.0 PLANNING REQUIREMENTS**

### **5.1 Retail Development Proposals**

- 5.1.1 Open Class 1 retail in this location would currently be contrary to the Structure Plan and Local Plan. Non-food retail therefore is not supported. However given the potential for some dual shopping trips, some ancillary non-food retail may be supported in association with a supermarket or superstore proposal, the proportion of which will be controlled by a planning condition. A Retail Impact Assessment is likely to be required for any retail development exceeding 2,500 sq.m and may be requested for retail developments not exceeding this threshold where the council has concerns over the impact of the proposal on the vitality and viability of the City Centre.
- 5.1.2 The capacity of the City Centre to support further retail development is currently subject to a separate study. This study will also identify the potential of the edge of centre areas to accommodate future retail provision. The outcome of the study will inform future planning policy decisions regarding retailing in this area.

### **5.2 Housing Development Proposals**

- 5.2.1 In accordance with the Local Plan Alteration, any residential proposals for the site will require to provide on-site affordable housing at a rate of 25%. A financial contribution may also be required towards play and open space provision in accordance with the council's Development Advice Note (DAN).

### **5.3 Pedestrian Access and Rights of Way**

- 5.3.1 Pedestrian links will play an important part in the detailed layout and should consider pedestrian movements between the site and the City Centre. 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.

- 5.3.2 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.

#### **5.4 Cycling Provision**

- 5.4.1 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.

#### **5.5 Public Transport Provision**

- 5.5.1 At present there is only one bus stop that would serve the site - on the western side of Burghmuir Road. This stop is served, in the northbound direction only, by First Services 52, which links Cowie, Bannockburn, Broomridge, Braehead, Stirling City Centre and Cornton. 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.
- 5.5.2 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.

#### **5.6 Vehicle Access, Movements and Car Parking**

- 5.6.1 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. The TA should be undertaken in accordance with Transport Assessment and Implementation: A Guide published by the Scottish Executive. Post Development monitoring of all travel modes will be required as part of this process and should be agreed before completion of the TA.
- 5.6.2 The City Transport Strategy proposes a new inner city ring road (Viewforth Link Road) between Snowdon Place and Linden Avenue. Any new access to the site should take into account the proposed alignment of the Viewforth link road. Financial contributions from the development of the Burghmuir site will be sought towards the funding of this road.
- 5.6.3 The financial mitigation required for any development on the site will be dependent on the exact nature of the development proposed. This will be identified during the TA process and it is expected that the council's Transport Planning DAN will be applicable.

Potential mitigation measures towards which a contribution will be sought will be based on the draft DAN which is currently under review. Table 1 provides a guide to the nature of the mitigation relative to the type of development proposed.

TABLE 1: Indicative Matrix of Mitigation

	Pedestrian / Cycle Facilities	Public Transport Provision	Viewforth Link Road	Linden Avenue Roundabout	Craigs Roundabout	Springbank Roundabout
8000sqm Superstore	√	√	√	√	√	√
4000sqm Superstore	√	√	√	√	√	
2500sqm Superstore + 150 Flats	√	√	√	√	√	
12,000sqm Office	√	√	√	√	√	
400 Flats	√	√	√	√	√	
200 Flats	√	√	√	√		

5.6.4 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.

5.6.5 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.

5.6.6 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 at both Linden Avenue and public parking at the industrial estate. The TA should consider the car parking requirements for the proposed development as well as any remaining uses, particularly the Islamic Centre.

5.6.7 The provision of parking associated with the developments should be in accordance with the Stirling Council Development Standard and Specification and the Maximum Parking Standards set out in SPP17.

## 5.7 Landscape and Urban Design Objectives

5.7.1 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.

5.7.2 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.

5.7.3 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.

5.7.4 In drawing up detailed plans for the site, reference should be made to PAN68 'Design Statements'. 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. The success of the proposal will be assessed against the 6 qualities of a successful place (as identified within PAN68): -

1. Distinctive
2. Safe and Pleasant
3. Easy to get to and move around
4. Welcoming
5. Adaptable
6. Resource Efficient

Developers should therefore also evaluate the success of their proposal against these qualities.

## **5.8 Drainage and Services**

5.8.1 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.

## **5.9 Contaminated Land**

5.9.1 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.

## **6.0 FURTHER INFORMATION**

6.1 Further information regarding this brief can be obtained from Claire Milne, Planning and Policy, Environment Services, Viewforth, Stirling FK8 2ET. Telephone 442522, Email: [milnec@stirling.gov.uk](mailto:milnec@stirling.gov.uk).

# BURGHMUIR DEVELOPMENT SITE (planning brief)

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