

DEVELOPMENT BRIEF FOR LAND AT ALLOA ROAD, TULLIBODY

1.0 Introduction and Purpose

1.1 Clackmannanshire Council is seeking to dispose of a site at Alloa Road, Tullibody for redevelopment. The site extends to 0.86 Hectares (2.14 acres) fronting Alloa Road, the B9096, linking the town with Stirling and Alloa.

1.2 The site is part of a former tannery complex, which has been cleared and the land restored. It is in a predominantly residential area, and also adjoins attractive parkland to the east. The land to the south, also part of the former tannery site, is currently being developed by Kingdom Housing Association for 27 No. two storey houses and flats.

1.3 The site and the adjoining land being developed by Kingdom Housing Association together are identified for mixed use development in the Clackmannanshire Local Development Plan (LDP).

1.4 This brief sets out the planning and urban design context for the development of the site with associated access roads, footpaths and landscaping. Developers interested in purchasing the site will be required to comply with the guidance set out in the brief.



Images of the former Tullis Tannery

2.0 Site Description and Context

2.1 The site lies on the south side of Alloa Road (B9096), Tullibody, and is broadly rectangular and flat. It was the site of a former listed high rise

tannery works which was demolished and the site cleared by Clackmannanshire Council around 2000.

2.2 The site's northern boundary is onto Alloa Road and extends to approximately 150m in length. The site adjoins housing to the west, a currently under construction Kingdom Housing Association development to the south and Delph Park to the east. This area of parkland contains paths, play areas and the historic Delph Pond. The site lies a short walking distance from shops, schools and other local amenities.

2.3 The whole site has previously had planning permission for residential development, but this has expired.

Proposal	Site Name	Site Area	Units	Density
M04	Alloa Road, Tullibody	1.50 ha	49	33/ha



Development Requirements

Brownfield residential opportunity. Site of former tannery, which has been demolished. Site located close to the settlement centre would be suitable for residential, commercial/business, or mixed uses. Development Brief required to consider and address the relevant points below.

Creating Sustainable Communities

- ▶ Proposals to include details of house numbers and sizes, and any affordable housing provision.
- ▶ Access from Alloa Road.
- ▶ High quality built frontages to Alloa Road and Delph Pond.
- ▶ Pedestrian access required to Delph Park.
- ▶ Pedestrian links from Alloa Road to Delph Road.
- ▶ Incorporation of public art feature.

Environmental Assets

- ▶ Drainage Assessment required to establish the potential for provision of SUDS on the site.

Developer Contributions

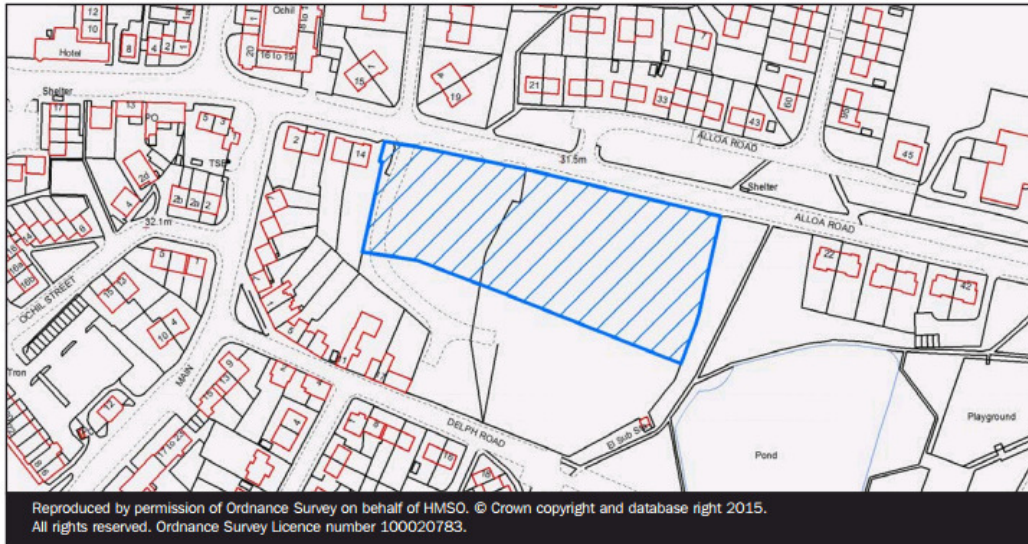
- ▶ Affordable housing/contribution required.
- ▶ Contributions required to address educational issues for both secondary and potentially primary schools.
- ▶ Contributions to adjacent open space improvements required in lieu of on-site provision.
- ▶ Contribution towards enhanced play provision at Delph Park.
- ▶ Upgrade bus stops on Alloa Road.

LDP Extract relating to the site

3.0 Local Development Plan and Policy Context

3.1 As noted, the LDP identifies the site (along with adjoining land to the south) as a Mixed Use Proposal M04. This indicates that the site is suitable for residential, commercial/business or mixed uses, with an indicative site

capacity of 49 No. house units. As noted above, 27No. units are already approved and under construction on the southern portion of the LDP site.



Site Location Plan

3.2 The LDP sets out potential developer contributions arising from the development, including affordable housing, primary and secondary education, open space and play provision, bus stop upgrades and public art. As the southern portion of the LDP site is being developed for 100% affordable housing, there will be no requirement for additional affordable housing arising from development of this northern portion, however proposals that involve affordable housing may still be supported.

Link to Affordable Housing SG: <http://gis.clacksweb.org.uk/dataset/ldp-2015-action-programme-as-modified-may-2015/resource/e5e56d82-4e90-4d66-ba4e-cb8c65fa2669>

3.3 The scale and nature of remaining contributions will require to take account of the scale and nature of the proposed development and will be determined in accordance with Policy SC9, Developer Contributions and the related Supplementary Guidance, SG1.

Link to Developer Contributions SG: <http://gis.clacksweb.org.uk/dataset/ldp-2015-action-programme-as-modified-may-2015/resource/b9d35397-9bd6-45d2-8f66-01ec9a4c48b8>

3.4 Whilst there is a broad suite of policies and advice at both national and local levels that are relevant to the site, this brief seeks to highlight those elements that are particularly pertinent to the characteristics of the site and any proposed development.

3.5 Clackmannanshire Local Development Plan

- Policy SC2 - Affordable Housing
- Policy SC4 - Residential Care Facilities
- Policy SC5 - Layout and Design Principles
- Policy SC6 - Additional Design Information
- Policy SC7 - Energy Efficiency and Low Carbon Development
- Policy SC9 - Developer Contributions
- Policy SC10 - Education, Community Facilities and Open Space
- Policy EP3 - Business & Industrial Uses Outwith Existing or Allocated Business Sites
- Policy EP6 - Green Business

4.0 Key Design Principles

4.1 The site has previously had planning permission for housing, and lies in a predominantly residential area, with the land to the south currently being developed by Kingdom Housing Association for 27No. 1,2 & 3 bedroomed houses and cottage flats.



Layout Plan of Approved Kingdom HA Development (Courtesy of Bracewell Stirling Consulting)

4.2 It is considered that the site is particularly suitable for residential development, and as such, the following key design principles should inform any proposed development.

- High Quality built and landscaped frontage to Alloa Road
- Development well integrated with adjacent existing and under construction developments
- High quality landscaped boundary to Delph Park

- High quality communal space within development and road spaces designed to favour place over movement
- The street environment designed to ensure low vehicle speeds i.e. below 20mph through appropriate layout and design of hard and soft landscaping.
- No more than two-storey buildings in keeping with scale of surrounding houses.
- Good permeability for pedestrians and cyclists
- Main vehicular access from Alloa Road formed by mini roundabout incorporating junction opposite.
- Access road connecting through to adjoining new development to the south and through to Delph Road.
- Potentially for second access onto Alloa Road also formed by mini roundabout
- Provision of adequate SUDs scheme
- High quality hard and soft landscaping using native species
- Design features and public art to reflect characteristics of previous listed building.

Other Uses

4.3 The site may also be suitable for a commercial/business uses utilising the whole site, or as part of a mixed use development also involving residential development. Key design principles set out above will still apply, and uses must be compatible with character and amenity of adjacent residential developments.

Access and Parking

4.4 As noted, main access should be via one or two mini roundabouts onto Alloa Road. The site should provide connection through to the new development to the south and Delph Road, but within a suitably designed low speed street environment.

4.5 All access and parking provision within and serving the site should be designed in accordance with Designing Streets, the Council's Placemaking SG and the National Roads Development Guide (SCOTS):

Link to Placemaking SG: <http://gis.clacksweb.org.uk/dataset/ldp-2015-action-programme-as-modified-may-2015/resource/b83f3a0d-1fe5-413b-b233-16b1fc9a5ff6>

Link to SCOTS Guidance: <http://www.creatingplacesscotland.org/designing-streets/guidance/scots-guidance>

4.6 It is recommended that a tracking assessment and swept path analysis is carried out on the road layout and design in order to ensure that the largest

size of vehicle anticipated to access the site can safely enter, turn and leave. The largest size of refuse vehicle currently operated by the Council is 10.35m long.

Design and Density

4.7 Development density will to a large extent be determined by whether there is a mix of uses proposed and the nature of any housing development. The LDP provides an indicative figure of 49No. units for the site, but this also includes the land to the south, currently being developed by Kingdom HA. That development comprises 27No. social rented houses and cottage flats and has a density of approximately 45 units per hectare.

4.8 It should not be assumed that the site is only available for the balance of the 49No. units proposed for the whole LDP site. Density should be appropriate to the site and surroundings, and ensure provision of good quality, useable communal and private space.

Alloa Road Frontage

4.9 There should be no direct vehicle access from houses in the site into Alloa Road, but houses on this frontage should be designed and orientated to the road frontage. Such houses may be served by an internal access road running parallel to Alloa Road or with a footpath along the frontage, and vehicles access/parking to the rear.

4.10 The area between Alloa Road and the frontage of houses should be a formed by a landscaped strip that may incorporate tree and/or hedge planting. Boundary wall and/or railing would also be appropriate, and provide opportunity to incorporate public art.

Internal Space

4.11 All new streets should be shared surfaces, designed with an emphasis on place rather than movement. Pedestrian and cyclist movement and children's play should be prioritised over vehicle movement. The street environment should ensure low vehicle speeds i.e. below 20mph without the need for vertical traffic slowing devices but through appropriate layout and design of hard and soft landscaping.

4.12 The approved development layout to the south is considered to represent a suitable template for the layout and design of streets and spaces within this site.

5.0 Technical Considerations

5.1 The Council understands that there are no known mine workings affecting the ground conditions on the site.

5.2 Developers will be expected to undertake appropriate site investigations to ensure ground conditions are satisfactory for the proposed development.

5.3 There are no known archaeological features on the site.

5.4 Parking provision may include in curtilage, communal and on-street parking. Current parking standards require 1:25 spaces for each one or two bedroomed dwelling and 2.25 spaces for three or more bedroomed dwellings. These figures include provision for visitor parking which should be evenly distributed throughout the site. Whilst garages are not normally considered to contribute to meeting parking standards, there may be exceptions allowed to this where garages are placed close to or on the edge of the carriageway. Garages and/or carports should be provided in a sensitive manner such that they are not an over-dominant feature in the development.

5.5 The site lies adjacent the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk from surface water flooding. The potential source of such flooding, the adjacent Delph Pond, may sit at a similar level to the site. Any planning application should therefore be informed by investigation into the outlet details and mitigation of the risk from overtopping of the pond. Consideration of raising finished floor levels sufficiently above ground levels could form part of the mitigation.

5.6 The approved Kingdom HA development to the south includes a detention basin that adjoins the site subject of this brief. It is understood that this basin is only designed with sufficient capacity to serve the Kingdom HA development. It is however likely that it could be extended to accommodate additional development. Alternatively SUDs may be able to be provided through smaller bio-retention areas interspersed throughout the development.

5.7 The Council would not support a separate SUDs basin to serve the proposed development, but instead would favour one of the above options. The layout and design of a SUDs scheme should be in accordance with the SUDs Manual (C697) published by CIRIA, and Sewers for Scotland 2, ensure any above ground infrastructure is safe and attractive, and capable of adoption by a public authority.

6.0 Procedural Issues and Additional Information

6.1 Any planning application will likely be within the category of Local Developments, the site being under 2Ha in size and assuming a development of fewer than 50 units. Therefore, no formal pre-application consultation procedures should be necessary.

6.2 The planning application may be reported to the Council's Planning Committee for determination, based on Council interest, compliance with the

Development Plan, scale of any objections and subject to a request by an elected member, to the Executive Director and Convenor of the Planning Committee being approved.

6.3 As noted above, any planning application will be expected to be accompanied by the following supporting information:

- Design Statement
- Tree Survey
- Site Investigation
- Landscape Plan and Maintenance Schedule
- Assessment of surface water flood risk and proposed mitigation measures
- SUDs Scheme designed for adoption by a public authority

6.4 The Council encourages early engagement with Planning Officers on development proposals, and information on pre-application advice can be found here:

<http://www.clacksweb.org.uk/property/preapplicationadvice/>