



**OUR BRIDGE OF ALLAN
LOCAL PLACE PLAN
2025-2035**



Discover
**Bridge
of Allan**

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ACKNOWLEDGEMENTS

Bridge of Allan Community Council wants to take this opportunity to thank the community, and community organisations, who have participated in the development process for this Local Place Plan over the last 18 months. In particular we want to thank Discover Bridge of Allan, our local Development Trust, who we have worked jointly with on the community engagement which informs this plan and the local Community Action Plan.

We believe this ‘Our Bridge of Allan’ plan reflects the views and opinions shared by the community of Bridge of Allan during a range of engagement exercises, and recognise that the plan only exists thanks to the commitment and passion of those who live, work in, or visit, Bridge of Allan.

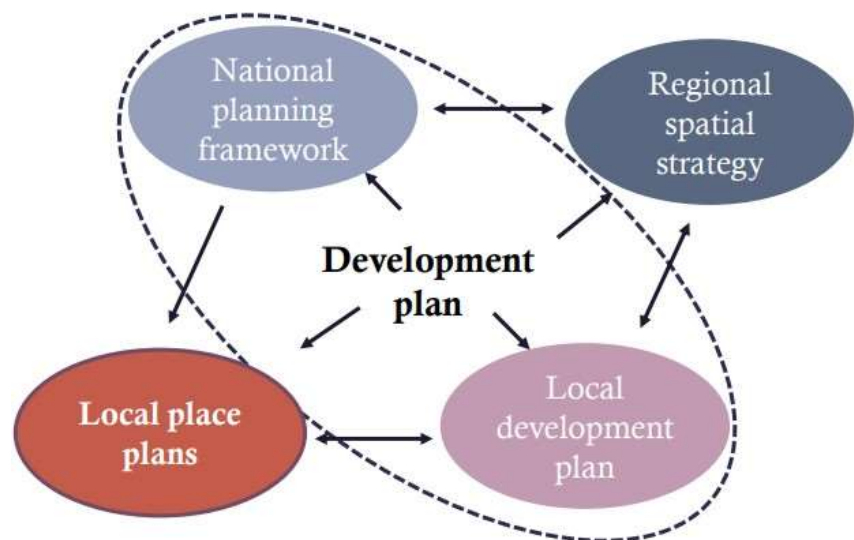
This Local Place Plan was developed by a small sub group of Community Council members and board members from Discover Bridge of Allan. This group dedicated themselves to the creation of a focused plan which reflects community aspiration, an exercise which has run for more than a year and required a significant time commitment.

The plan has been developed wholly by volunteers with no external funding or technical support, and is a huge credit to those volunteers.

INTRODUCTION AND CONTEXT

This Local Place Plan (LPP) will be a tool used to help the community of Bridge of Allan, and the people within it, achieve change through thinking about 'place'. This means agreeing priorities for our community, such as how particular areas could be used in future, or which areas should be protected as greenspace. The LPP helps us express our aspirations for the community we live in and is used to influence local planning policy set by Stirling Council through the Local Development Plan (LDP).

As a community created document, our LPP sets out priorities for land use and development in Bridge of Allan. As described in the Planning (Scotland) Act 2019, Stirling Council must take account of our plan when making planning decisions. It also feeds into the Local Development Plan and the National Planning Framework as shown in the image below.



LPPs must be led by the local community and reflect the views of the different groups and interests that make up our local population. The work to develop this LPP has been led by Bridge of Allan Community Council, established in accordance with Part 4 of the Local Government (Scotland) Act 1973 and in partnership with the local development trust – Discover Bridge of Allan. Our joint steering group worked together to consult with and engage the community in an effort to understand local priorities, ideas and concerns.

This work has informed this Local Place Plan and also a Community Action Plan (CAP) for the area which focuses on more of the social, cultural and environmental actions we want to take forward as a community. The engagement we undertook showed the value that those who live, work and visit here place on the area, and that how we feel about place is about more than just land and development. The link between the LPP and the CAP is testament to the value we place on our people, our visitors, our community and our place.

This Local Place Plan has been developed with regard to the current NPF4 and LDP provisions

ENGAGEMENT AND PARTICIPATION

To ensure Our Bridge of Allan planning was as reflective as possible of community views we undertook early engagement over a number of months with support from Community Enterprise.

A community consultation was undertaken through survey monkey, with paper copies available in 4 community locations, and support offered to complete the survey for anyone who needed it. To advertise the survey we displayed posters around the community in shops and cafes as well as community noticeboards, and every house in the area received a short information leaflet explaining the work being carried out. From this work 477 individuals provided us with feedback.

A separate survey was issued to students at the University of Stirling, focused on generating ideas. From this, students submitted 1307 votes on 64 different ideas.

We also carried out lots of community conversations over the same period, to allow us to interact with and understand the views of respondents. This also allowed us to provide maps of the area and support a focus on specific places in the community. Our community stalls supported engagement with around 300 people over four separate events, widening our



reach and ensuring we got a more in-depth understanding of views.



After this engagement and feedback we worked in our joint steering group to consolidate what we had learned then held a series of community drop in events and structured sessions to present emerging themes and priority areas of focus.

Over many months we have reached out and listened to children and families, older people, young people, local businesses, students and community organisations. That engagement was, and will be, critical to the success of the 'Our Bridge of Allan' approach.

We undertook participative research during 2024 and 2025 to gather views and insights which then informed community conversations on priorities. These conversations formed the basis of the Community Action Plan and identified the themes you will see in this Local Place Plan.

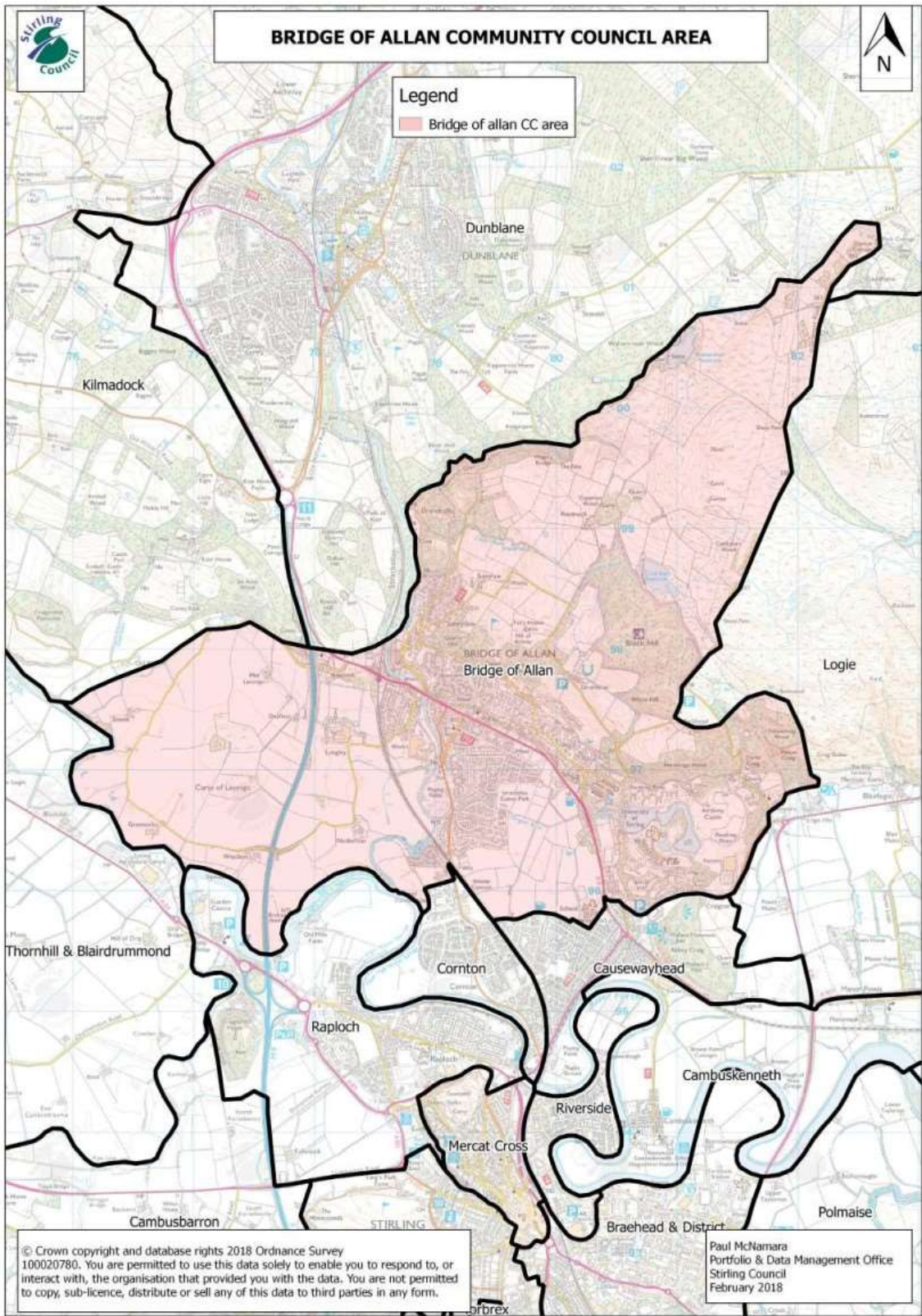




BRIDGE OF ALLAN COMMUNITY COUNCIL AREA



Legend
Bridge of allan CC area



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Paul McNamara
Portfolio & Data Management Office
Stirling Council
February 2018

Our Community

Boundary

ABOUT OUR COMMUNITY

Bridge of Allan is a unique community. An historic spa town with the feel of a village, it is visually striking with an attractive and vibrant town centre, known for its picturesque Victorian architecture and range of independent shops and cafes. The University of Stirling's campus is also nearby and that link is important.

Bridge of Allan, and neighbouring Dunblane, was home to many watermills and also copper mining in the Mine Woods. In the 19th century, Bridge of Allan transformed into a popular spa resort, attracting many visitors and growing to meet their needs with development of a hydropathic hotel and spa.

The arrival of the railway increased the population further and led to many Victorian era buildings being constructed. The extensive designated conservation area marks the high quality of the local built environment. The National Wallace Monument, built in 1869 to commemorate Sir William Wallace, is a significant landmark overlooking the town.



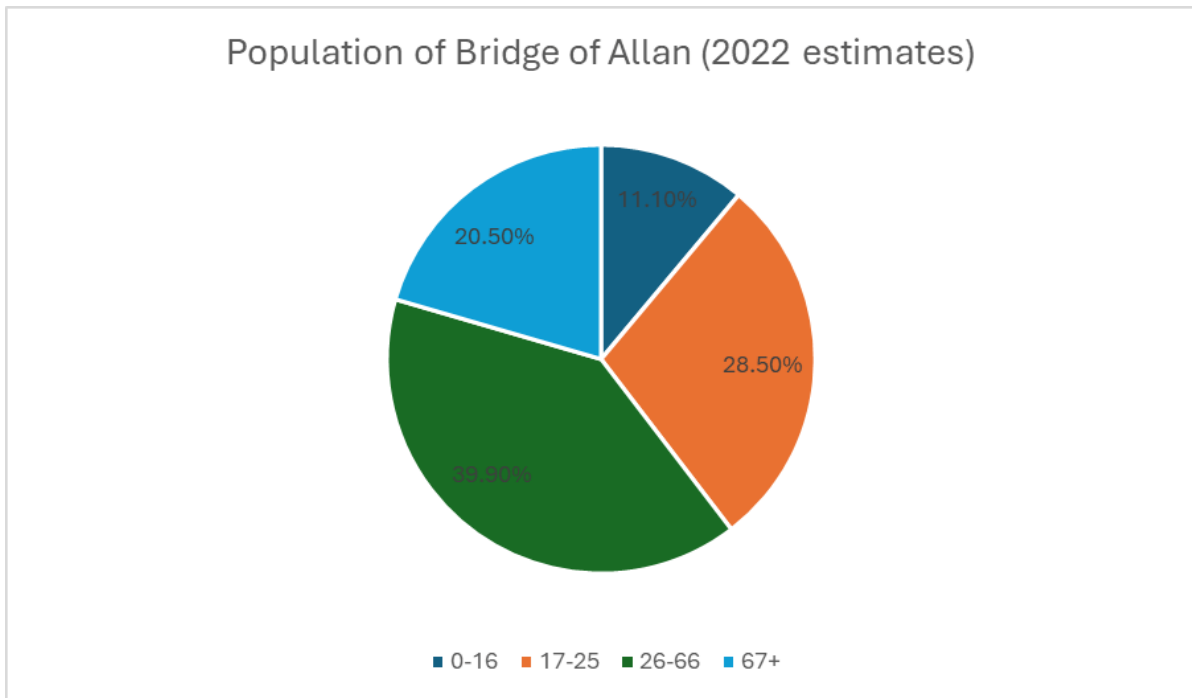
The geography and history of the area has shaped the town as it is now. Bridge of Allan has a unique position at the foot of the western edge of the Ochils and the Highland Boundary fault, marking a distinct change from the low-lying Carse land, bisected by the meandering Forth and its floodplain, to the steep and craggy slopes along the southern edge of the Ochils and the Allan Water Glen.

The bridge over the Allan Water remains as the main crossing point locally, creating a focal point for road routes. While this creates passing traffic for our main shopping area on Henderson Street it also creates a busy main A Class road through our community bringing delays, congestion and heavy vehicles.

Today, Bridge of Allan retains its historical charm with a town centre that still attracts visitors but also has an established resident population, which is active and has a strong sense of community.



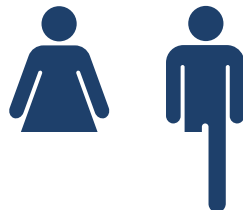
Demographics



6573

people live in Bridge of Allan (7% of the overall Stirling Council population)

average life expectancy



Bridge of Allan

Women 84.1 yrs

Scotland 81 yrs

Bridge of Allan

Men 82.98 yrs

Scotland 76.8 yrs

2195 households in Bridge of Allan

75% are owner occupied

crime rate per 1000 residents

6.2 Bridge of Allan

25 Stirling

28.8 Scotland

OUR THEMES AND PRIORITIES

Housing 

 **Biodiversity & Greenspace**

Physical Environment 

 **Getting Around**



Housing – and especially the need for affordable housing – was often raised as an issue by residents in the range of consultation activity which we’ve undertaken in the last 18 months.

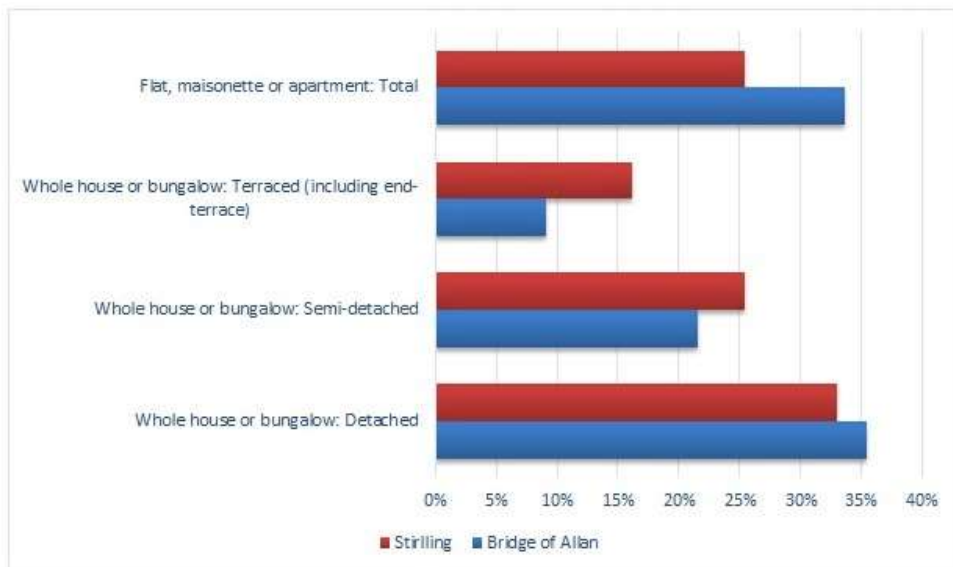
One of the 5 core themes of the CAP is that Bridge of Allan will have appropriate housing for all stages of life, with energy efficiency and good design, and that our green belt will be protected. We recognise that the high demand for housing in the area is due to the attractiveness of Bridge of Allan as a place to live, which keeps housing costs relatively high in relation to surrounding settlements. However available sites for new housing are limited as a result of many factors including topography, flooding risk and surrounding green belt.

Low lying land to the south of Henderson Street is vulnerable to flooding, with an increasing risk predicted over coming years as SEPA has identified both Bridge of Allan and Dunblane as potentially vulnerable areas. Stirling Council has in place plans to upgrade flood protection measures in 2026 providing additional protection for almost 100 existing homes. However, surface water run off will continue to be an issue, evidenced by recent damage from extreme rainfall, and has led to recommendations of no further development using man made surfaces in the area.



SEPA Flood Risk Map for Bridge of Allan

As can be seen in the following chart, Bridge of Allan currently has more detached housing and flats than the Stirling average but is underrepresented in terraced and semi-detached housing.



Accommodation type - Bridge of Allan compared to the Stirling Council average (source: 2022 Census)

The LPP focused consultation process asked three key questions of participants:

1. what types of housing do residents want
2. what makes housing “affordable”
3. where should new housing be placed

For types of housing, residents wanted a focus on smaller and affordable units rather than larger and/or luxury developments. There was a desire for well-designed housing that meets the needs of first time buyers and young families and of older residents as well as people with disabilities.

Residents wanted new developments, currently focused on the top end of the market, to include more mixed housing types and greater housing density on available plots. Overall people felt the town needed a clear and robust housing strategy that reflected the needs of the local community.

When thinking about what makes for affordable housing the community had a range of ideas, including

- incorporate energy efficiencies through solar panels and insulation
- prioritise smaller units and transform large buildings into flats
- lower council tax bands subsidised rents
- financial support for local residents public housing.
- As to where new housing should be placed, residents were against building on the greenbelt. The protection of greenbelt through policy 1.5 of the LDP and policy 8 of NPF4 is critical in an area like Bridge of Allan where any built development would likely have significant impact. Many brownfield sites within the town were felt to be appropriate, such as the vacant land adjacent to the level crossing, the Allan Lodge and the derelict Royal Hotel. Several favoured the use of part of the Guala site if flood risks could be mitigated.

There were also calls for Stirling Council to have greater powers to support developments that reflect local need and to speed up the planning process, perhaps with compulsory purchase of unused sites.

Proposals

- New housing developments should include smaller and affordable units suitable for first-time buyers, young families, older residents and those with disabilities.
 - New housing should include energy efficiencies that support our wider vision for an environmentally sustainable community.
 - Consideration should be given to schemes to make existing housing in Bridge of Allan more affordable as well as to the possibility of creating more public housing.
 - Any new housing should primarily be located on brownfield sites or unused plots.
- There should be no additional development on the greenbelt.

Sunnylaw Community Greenspace

Biodiversity &
Greenspace



It was clear from engagement that the community places a high value on our greenspace and cares about biodiversity in the local area.

There are a variety of habitats valuable for wildlife within our area, from moorland, hill farms, wooded steep slopes, low lying carse farmland, to the Allan Water flowing through a gorge and then meeting the tidal river Forth, and river Teith.

During engagement participants were clear that green belt and greenspace must be protected, a view reflected in relation to our housing priority. There was also a clear focus on increasing biodiversity through wildflower and pollinator focused planting.

Access to greenspace was flagged as a challenge with a lack of maintenance and investment in core access paths meaning that many well-used walking routes through greenspace, particularly woods, are closed. This also reduces the accessibility of our greenspace for many residents, something of significant concern.

Residents were keen to see more opportunities for community food growing, building on the success of the current allotment site and planned community orchard. There was also mixed support for planned woodland creation on the Drumbrae site being led by the University of Edinburgh.

Bridge of Allan has a range of open space available in and around the community at the moment. This includes (as shown on the map below):

- University of Stirling (grounds of former Airthrey castle) – The campus, open to the public, is enclosed by an historic stone wall and mature trees and offers playing fields, a golf course, ornamental loch, education and world leading sport facilities.
- Pullar Memorial Park – An attractive and well used public park containing tennis courts and a multi use games area (MUGA) as well as a war memorial located on the eastern approach to the town centre, highly regarded by local residents, with mature trees and landscaped areas.
- Hawes Park – playing fields, greenspace and community allotments bordering the river.
- Mine Wood and Lower Westerton Wood– The large area of steeply sloping woodland offers a series of scenic walks and public paths past local features with several boards detailing the routes and local information.
- Sunnyslaw Community Greenspace – community owned land in upper Bridge of Allan offering access to large grass areas for play, wildflower planting and mature trees.

- Hermitage Wood and Yellow Craig Wood – The large areas of mature woodland offer a series of walks with connecting routes to the wider network of footpaths and scenic views from higher points as well as two Victorian Follies.
- Darn Walk - providing a riverside walking route from Bridge of Allan to Dunblane.
- Old Glen Road - a site of special scientific interest which connects Bridge of Allan and Dunblane.
- Further smaller spaces – Amongst the residential areas of Bridge of Allan there is a range of play areas, playing fields, allotments and greenspaces.



Key public green space in Bridge of Allan

Proposals

- Invest in path maintenance and access routes to build better use of greenspace.
- Develop a Bridge of Allan biodiversity plan linked to any proposed developments to ensure this remains a key priority during development.
- Ensure new development proposals include commitments to maximising biodiversity.
- Development of community woodland and outdoor learning space in partnership with the University of Edinburgh on Drumbrae site.

Physical Environment



Through engagement residents and visitors alike have raised issues and concerns around Bridge of Allan's physical environment, particularly in relation to:

- Roads and traffic
- Parking
- Derelict sites and vacant buildings.

As can be seen in the map below, Bridge of Allan has a vibrant but concentrated town centre. This leads to challenges around traffic congestion and parking on a regular basis.

Bridge of Allan commercial centre



Roads and Traffic

There was general agreement that traffic along the A9 through the town, including Henderson Street, needs to be both reduced and calmed. Residents felt HGV traffic had increased and, alongside new traffic calming measures, that this has led to an increase in local pollution.

There were concerns that the traffic calming measures introduced recently by Stirling Council had made driving, cycling and crossing the A9 more dangerous. Residents also wanted better enforcement of speed limits in the town. The impact of proposed new cycle paths and active travel routes is yet to be seen.

Proposals

- alternative traffic calming measures that support the safety of drivers, cyclists and pedestrians along the A9 through the town
- greater enforcement of speed limits
- a new pedestrian crossing on the A9 between its junctions with Keir Street and the University.



Parking

There was wide agreement that the town needs more parking spaces, including for visitors. Some felt residential streets were clogged with cars parked by those living elsewhere, but there was also concern that nearby residents took up spaces in dedicated car parks.

On-street parking can also cause travel congestion, for example on Fountain Road. There were some differences of opinion regarding parking on Henderson Street. Some wanted the 30-minute limit extended to help local businesses; others suggested a mix of long- and short-stay spaces; still more advocated strategies to reduce the use of cars and reserving these spaces for people with disabilities.

In terms of alternative sites for parking, many favoured the soon-to-be vacant Guala site.



Proposals

- Feasibility study to assess best option for parking spaces on Henderson Street once new cycle paths and active travel routes implemented.
- That the Guala site be redeveloped in part for parking for the town, and other alternative sites for parking identified, such as the old stables on Allenvale Road.

Vacant Sites and Derelict Buildings

There are several derelict buildings in the town centre, most notably the Royal Hotel, as well as 103 and 105 Henderson Street, Allan Lodge, and the former police station. There are also a number of empty business units.

The community is keen to see empty sites occupied and derelict buildings, typically described as “eyesores”, redeveloped. Both the properties at 103 and 105 Henderson Street and the site of the former police station have had plans approved for development and this was welcomed.

Residents have persistently expressed their desire to see the Royal Hotel redeveloped and at the very least its appearance improved meanwhile. Many felt that Stirling Council should look at options such as compulsory purchase or conditions on the owners of the site to ensure that the property does not fall further into disrepair.





Derelict Sites in Bridge of Allan

- 1- Former Royal Hotel**
- 2- Former Police Station**
- 3- 103 Henderson Street**
- 4- 105 Henderson Street**
- 5- Allan Lodge**
- 6- Former Guala Site**
- 7- Vacant land by railway crossing**

Proposals

- Ensure proposed development of derelict sites is not further delayed.

- Support compulsory purchase or imposition of conditions by Stirling Council to ensure derelict sites are improved and developed.
- Align use of sites and units with needs and desires articulated by the community: additional and diverse forms of housing; a hotel with community spaces; and/or a care home.

Former Guala Site

Currently Guala Closures owns and occupies a large site on the edge of Bridge of Allan, but its operations and employees have moved to a new site at Gartcosh. The latter was inaugurated in July 2025, with the Bridge of Allan site likely to be available imminently for redevelopment.

The site, accessed via Inverallan Drive, lies between the river and the railway line, and includes an existing factory that contains asbestos. The current buildings are not suitable for reuse. Parts of the site are at high-medium risk of flooding and so unsuitable for housing, and there is limited vehicular access. There is also a lade running through the site. These issues mean any redevelopment will be complex.

As part of the LPP consultation process, residents were asked about future use of the site. Parking was a favoured option, to include pedestrian or bus links to the town centre. Many also felt the space should be used for both nature conservation and public recreation, possibly with storage for flood water and/or tree planting for flood prevention. Other suggestions included community growing spaces, community energy farm and/or a caravan/camping site. Housing was also a preferred option if the flood risk could be mitigated. Very few felt the site should be retained for industrial use.



Guala site, Bridge of Allan

Proposals

- Site should be available for some community use
- Mix of uses including renewable energy, parking, nature reserve, parkland and walkways to allow access to the river for visitors
- Housing development on the site if there are options to mitigate flood risk
- Requirement for any private redevelopment to offer a portion of the land for community use such as nature conservation and public recreation.

Getting Around



Most of those who engaged in the process noted the accessibility of main line rail services as a real positive for both residents and visitors. There is however increasing frustration in relation to the condition of, and access to, the station car park. Overflow parking on the surrounding streets can cause problems for neighbouring households and for access.

Bridge of Allan is served by a variety of local and national bus providers both in terms of local access and country wide routes via Glasgow/Edinburgh and Perth/Dundee, including direct access to Edinburgh Airport. However frustration was expressed about the reliability of services and the awareness of routes and timetables.

Residents also highlighted the lack of a direct bus service to Forth Valley Royal Hospital as a frustration given it is the major health facility in the region.

Residents and visitors alike expressed concern about road safety in the area, with access to Bridge of Allan via the Keir roundabout raised as a particular concern. There was a strong desire expressed to see some sort of traffic flow review undertaken with a view to enhancing safety on the busy roundabout.

Accessibility in and around the village more generally was also discussed by residents and visitors, as outlined in other sections of this plan. Much of the discussion and feedback focused on the need to invest in the maintenance of walking routes and paths to ensure their continued use.

Linked to this, respondents were keen to explore options for improved active travel connectivity from Bridge of Allan to neighbouring communities such as Dunblane. Suggestions focused on improving the Darn Walk and Old Glen Road for use as accessible walking and cycling routes away from traffic. There is both support and opposition for proposed cycle routes in and around Bridge of Allan, with residents supportive in principle of improved active travel routes but concerned about flow of traffic and safety.

Proposals

- Review usage and parking at Bridge of Allan station
- Improve information around bus routes, stopping points and timetables
- Scope feasibility of a direct bus route to FVRH for Bridge of Allan and Dunblane
- Undertake feasibility studies on safety improvements to Keir roundabout

NEXT STEPS

The Our Bridge of Allan Plan is the start of a process, ensuring that the community is able to engage with and influence planning decisions made for and about Bridge of Allan. Alongside the Community Action Plan, this Local Place Plan aims to build continued engagement and ownership of community aspiration.

Delivery of the Community Action Plan sits with a full range of community organisations and groups in Bridge of Allan, and this will in turn support the key priorities and proposals set out in this Local Place Plan.

There are many ways to get, or stay, involved in both plans as they progress. Come along to a meeting of our Community Council to find out more about groups and opportunities to support delivery of the plans. Or alternatively you can contact Bridge of Allan Community Council ccenquires@ccbridgeofallan.org.uk

VALIDATION CHECKLIST

Registration Requirement

- A copy of the finalised Local Place Plan
- Confirmation of the Community Body's status.
- Contact details for your organisation.
- A map of the boundary of the Local Place Plan.
- Statement of your proposals as to the development or use of land or building.
- ● A map showing proposals for development or use of land or buildings.
- A statement explaining how the Local Place Plan has regard to the National Planning Framework, Local Development Plan and Locality Plan.
- A statement explaining how the proposals in the LPP align with, or differ from, the relevant policies and development proposals in the plans (in 5 above), and why it considers that the Local Development Plan should be amended in light of this.

Evidence of compliance with the requirements of regulation 4

- Fulfil requirements to run the statutory Information Notice Period
 - Records of when and to whom the Information Notice was sent (required local councillors and community councils).
 - Evidence of the level of community support for the Local Place Plan and how the Community Body reached that view.
 - Copies of additional relevant documents as appropriate.