



Falkirk Council

Banknock & Hags SIRR Development Framework 1st Alteration

Supplementary
Planning Guidance
January 2015

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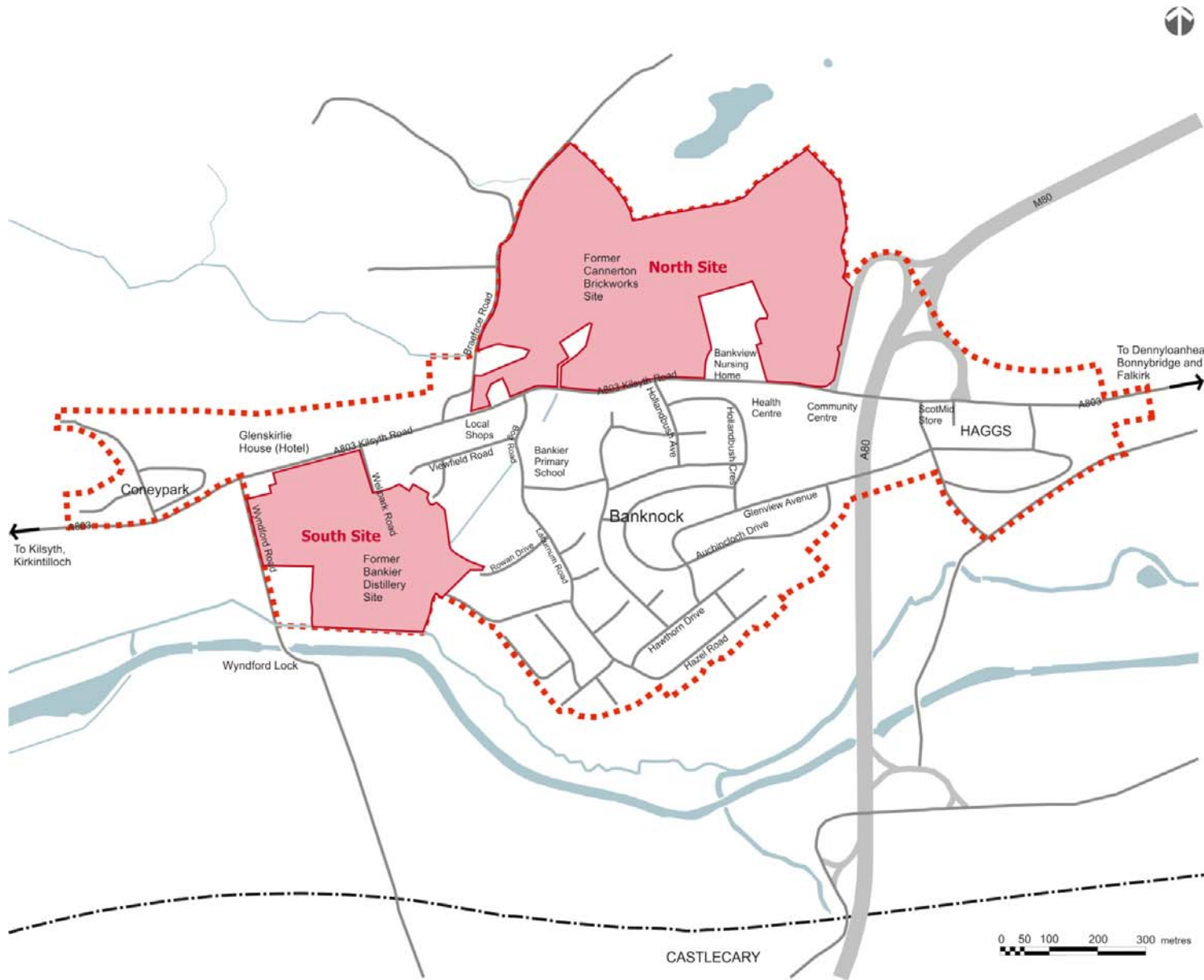
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Introduction





- Banknock/Haggs Special Initiative for Residential-led Regeneration (SIRR)
- SIRR Development Framework Sites

Figure 1
Banknock Development Framework
Development Sites

Introduction

1.1 Background

- 1.1.1** Banknock is a community that has seen little development over the last 25-30 years. The identification of Banknock and Haggs as a Special Initiative for Residential led Regeneration has kick started development activity in the local area. To maintain recent momentum the Local Development Plan has identified Banknock as a Strategic Growth Area (SGA) to promote community regeneration, support new investment and address housing needs.
- 1.1.2** It is envisaged that the development of over 700 houses in Banknock will facilitate the regeneration of the village by:
- Regenerating the local economy through increasing the customer base of existing businesses within the town and helping to attract future investment;
 - Helping to sustain and improve community facilities within the town; and
 - Improving the environment of the town through improvement of existing assets and creation of new high quality public open space.
- 1.1.3** In addition the residential led regeneration will address the current infrastructure constraints that have affected development and investment within the village, namely:
- Capacity of the Bonny Water Sewer beyond Longcroft to support new housing;
 - Capacity of the junction of the A803 and the M80 sliproads.

1.2 Site Location

- 1.2.1** Banknock is located in the administrative area of Falkirk Council in the upper reaches of the Kelvin Valley between the Kilsyth Hills and the Slamannan plateau immediately north of Castlecary and west of Junction 7 of the M80. Banknock is a small residential village with limited supporting land-uses with a current population of approximately 2500. The Banknock SGA promotes the expansion of the town to the north (M03 Banknock North) and southwest (H07 Banknock South) on substantially brownfield sites contiguous with the existing settlement. The Development Framework addresses the two main development sites as shown in Figure 1.
- 1.2.2** Site M03 Banknock North measures approximately 25 hectares, includes the former Cannerton Brickworks and is bounded by the A803 to the south, the sliproad to Junction 7 of the M80 to the east, Braeface Road to the west and by field boundaries to the north. Site H07 Banknock South measures approximately 11 hectares, lies to the south-west of Banknock and comprises the land occupied by the former Bankier Distillery and an area of land currently utilised for agricultural grazings. The site is bounded by the A803 to the north, existing development to the east, Wyndford Road to the west and the Bonny Water to the south.

1.3 Site History and Context

- 1.3.1** The site has always been a strategic communication corridor providing a route between the Slamannan Plateau and Kilsyth Hills. Early Roman Forts were incorporated into the Antonine Wall with Castlecary Fort one of only two major forts in this defensive frontier. Pont's map of 1600 indicates Bankier Mill north of the Castle Cary castle. By 1750 (Roy's Map) indicates small settlements at Bankier and Castlecary. In the 1770's the Forth and Clyde Canal was developed aligned through the low ground of the Kelvin Valley with the Wyndford locks close to the summit (46m) located between the headwaters of the Bonny Water and River Kelvin. Castlecary developed as a transport interchange and the Bankier corn mill (indicated on the Pont Map 1600) became the Bankier Distillery in 1828 around which the villages of Banknock and Longcroft developed. The development of the railways through this strategic corridor supported further development and in 1888 the Kilsyth and Bonnybridge Joint Railway gave Banknock its own station.
- 1.3.2** The North Site has a history of industrial mining use and associated infrastructure such as tramways and railways. Historical maps show a tramway running across the centre of the site from at least 1865, and a shaft, saw mill and smithy are indicated in the east of the site. By 1898 the tramway was shown as a railway extending to the north of the site and two pits were shown, Cannerton in the northeast and Livingstone in the north-west. By the late 1950s, these pits were no longer present, much of the north of the site was made up of spoil heaps, the railway had been dismantled, a gasholder had been erected close to the southern boundary and the Cannerton brickworks took up much of the central portion of the site. The gasholder had been removed by 1993 and the brickworks had closed by 1999. Today the sloping North Site comprises generally of open fields, and variable surfaces such as short grass, wooded areas with semi-mature trees, areas of hard standing around the former brickworks structure and areas of dense brambles and other vegetation.
- 1.3.3** The principal use associated with the South Site was the Bankier Distillery, located in the southeast of the site. This is indicated on historical maps from at least 1865, with further expansions of the distillery shown on later maps, along with two gravel pits, filtering ponds and a smithy within its grounds. Today, this brownfield site consists of open fields to the north, some marshy grassland along Doups Burn and woodland and open scrubland (former distillery site) to the south and to the east of Wellpark Road.



1.4 Landownership

- 1.4.1** There are three principal landowners within the Banknock & Haggs SIRR: IH Brown; JB Bennett and Falkirk Council. These principal landowners have worked in partnership to produce this Development Framework.
- 1.4.2** There are a number of secondary landowners within the Banknock & Haggs SIRR including Denny Tippers; Pollock & Turnbull; W Dow & Aubrey Smith Leisure.
- 1.4.3** These secondary landowners have not been included within the partnership that is jointly preparing the SIRR Development Framework, but have been involved indirectly through the community consultation process.

1.5 Purpose and Scope of the Development Framework

- 1.5.1** The Development Framework is required to establish a clear strategic level masterplan-led approach to the development of the SGA ensuring that all the key issues defined within the Local Development Plan are addressed in an integrated and co-ordinated manner.
- 1.5.2** The principle that all new development would be required to contribute to the physical, social and environmental infrastructure on a proportionate basis was established through the Falkirk Council Structure Plan 2007 and this principle has been carried forward into the Local Development Plan.
- 1.5.3** This approach is essential as current infrastructure constraints and delivering best practice in community growth and neighbourhood planning require coordinated solutions that are capable of addressing area wide needs (e.g. surface water drainage; access and connectivity; provision of community infrastructure) in a planned and coordinated manner.
- 1.5.4** The Council will enforce an equitable contribution to all common infrastructure costs and developer contributions through a Section 75 agreement and these requirements are set out in more detail in this Development Framework (sections 5.13 and 5.14).

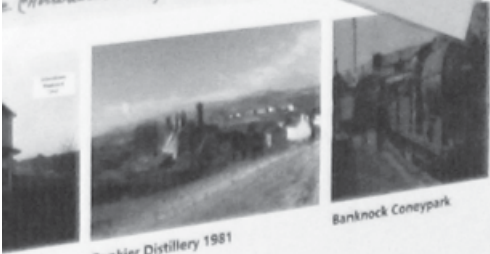
- 1.5.5** The key requirements to be included in a Development Framework are:

- An equitable contribution to the cost of necessary drainage studies and upgrading the sewerage infrastructure (see sections 5.9, 5.13 and 5.14).
- Residential uses predominating to cross fund infrastructure but with commercial and leisure components (see sections 5.5 and 5.12).
- A landscape/visual assessment and strategy to define development areas, and to show how development will be integrated into the countryside, including mitigation through new structure planting (see sections 3.2 and 5.7 and Appendix 2).
- A strategy for mitigating the impact that the development may have on the setting of The Frontiers of the Roman Empire (Antonine Wall) World Heritage Site (see Appendix 3: The Frontiers of the Roman Empire (Antonine Wall) World Heritage Site Setting Framework).
- A clear urban design strategy for each site demonstrating how development will enhance the townscape (see section 5.4).
- Addressing potential impacts on protected wildlife species including satisfying the three tests of the Habitat Regulations in respect of European Protected Species (see sections 3.3 and 5.9).
- Maximising opportunities for biodiversity and countryside access (see sections 3.6, 5.6 and 5.9).
- A clear open space strategy for each site demonstrating how provision in the area will be improved and better linked (see section 5.7).
- Securing linkages to the Forth and Clyde canal and maximising associated leisure and recreational opportunities (see section 3.6 and 5.6.10).
- Potential off site road network constraints and upgrading to be addressed (see Figure 3 and section 5.6).
- Flooding and surface water drainage to be addressed (see sections 3.5 and 5.10) and;
- Poor ground conditions and land contamination issues to be addressed (see sections 3.4 and 5.11).

- 1.5.6** The Development Framework has been adopted by Falkirk Council as Supplementary Planning Guidance (SPG) following consultation with stakeholders and community interests and acts as the formal framework for the residential development. The Framework will inform the next stage in the masterplanning and design process and will be a material consideration in the determination of planning applications for each site.



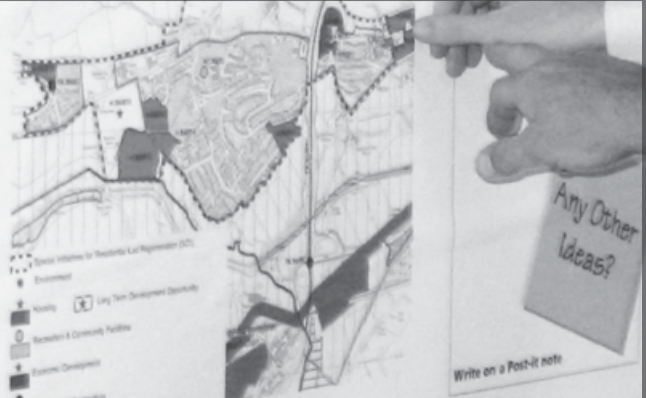
History of Banknock



Any Other Info?

Regeneration of Banknock

Community led regeneration is a key element within the Local Plan. The Local Plan identifies Banknock as a priority area for regeneration. To help better understand the needs of the community and opportunity for regeneration Falkirk Council and the Community Council have organised this workshop. What ideas do you have that would help strengthen the community?



What are the issues for the local community?

Planning Policy Context





A803 Kilsyth Road

Planning Policy Context

2.1 Introduction

2.1.1 The statutory development plan for the area is the Falkirk Local Development Plan (LDP) which replaces both the Falkirk Council Structure Plan 2007 and the Falkirk Council Local Plan.

2.2 Falkirk Local Development Plan

2.2.1 The LDP indicates that along the A803 corridor between Coneypark and Dennyloanhead, major expansion will take place at the Strategic Growth Areas of Banknock (M03 & H07) and Dennyloanhead (H08) delivering approximately 1250 new houses. These committed sites will help to deliver expanded school capacity at Bankier and Head of Muir Primary Schools (INF28-29), improved access arrangements at the junctions of the M80 slip roads with the A803 (INF06) and a new Local Centre at Banknock (M03). Substantial new open space will also be delivered in conjunction with development.

2.2.2 It also indicates that other, smaller, opportunities for housing development along this corridor are promoted at Kilsyth Road and Garncrew Road (H09, H10 and H74) between Hags and Longcroft. These sites are projected to deliver an additional 93 new houses and will be required to provide proportionate contributions towards planned infrastructure upgrading in the area.

2.2.3 Appendix 1 of the LDP sets out the housing capacity of allocated sites together with a number of site requirements.

2.2.4 Appendix 2 of the LDP contains further guidance for the Strategic Growth Areas including those at Banknock and Dennyloanhead including details relating to land use, design, placemaking, green network, constraints and developer contributions.

2.2.5 The LDP contains a full set of supporting policies relating to its main themes of thriving communities, growing economy and sustainable place, many of which will apply to applications for development within the Banknock SGA.

2.2.6 The LDP is supported by supplementary guidance relating to 17 topics where more detailed guidance on the interpretation and implementation of certain policies in the LDP is needed. These are detailed in appendix 3 of the LDP.

2.3 Supplementary Planning Guidance

2.3.1 Falkirk Council has produced the following Supplementary Planning Guidance (SPG) complementary to the Development Plan, which are relevant considerations in the production of this Development Framework and to future land use proposals:

- Design Statements SPG;
- Contaminated Land SPG;
- Denny Eastern Access Road SPG;
- Flooding and Sustainable Urban Drainage SPG; and
- Travel Plan SPG



2.4 National Planning Policy

2.4.1 Other policy guidance of relevance to this document is contained within Scottish Planning Policy, Planning Advice Notes and Circulars produced by the Scottish Government. Those of particular relevance are listed in table 2.1 below:

Type of Document	Name of Document
Policy Documents	Scottish Planning Policy Designing Places Designing Streets
Planning Advice Notes	PAN 33 Development of Contaminated Land (Revised Oct 2000) PAN 44 Fitting New Housing Development into the Landscape PAN 52 Planning and Small Towns PAN 60 Planning for Natural Heritage PAN 61 Planning and Sustainable Urban Drainage Systems PAN 65 Planning and Open Space PAN 66 Best Practice in Handling Planning Applications Affecting Trunk Roads PAN 67 Housing Quality PAN 68 Design Statements PAN 69 Planning and Building Standards Advice on Flooding PAN 75 Planning for Transport PAN 77 Designing Safer Places PAN 78 Inclusive Design PAN 79 Water and Drainage PAN 82 Local Authority Interest Developments PAN 83 Masterplanning PAN 3/2010 Community Engagement PAN 2/2011 Planning and Archaeology
Policy Circulars	3/2012: Planning Obligations and Good Neighbour Agreements

The Site : Key Influences



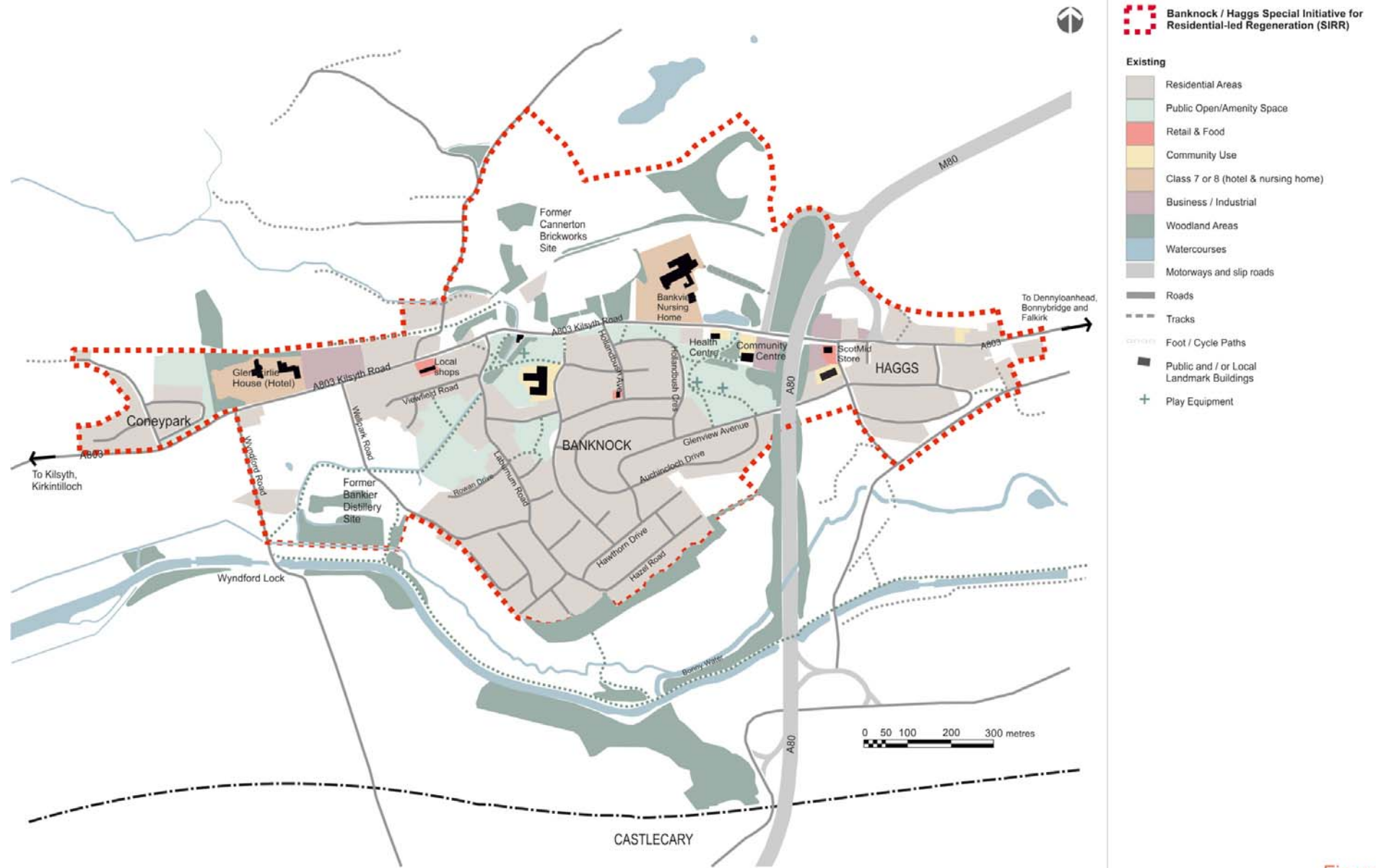


Figure 2
Banknock Development Framework
Existing Land Uses

The Site: Key Influences

3.1 Local Context

Village Setting

3.1.1 The village of Banknock is located on the north banks of the Bonny Water, north of the Forth and Clyde Canal, and to the west of the A80/M80 corridor which separates it from the neighbouring village of Haggs. The A803 Kilsyth Road is the principal route running through the village connecting it to Bonnybridge, Falkirk and Linlithgow to the east and to Kilsyth and as far as Glasgow to the southwest. In addition to Kilsyth Road (bridging M80), Haggs is also accessed from Banknock via Glenview Avenue, which bridges the A80 a couple of hundred metres south of Kilsyth Road. Coneypark, also covered by the SIRR, is a small residential area to the west of Banknock on the north side of Kilsyth Road. The river flood plain to the south of the Banknock housing area creates a wide green corridor with a mix of fields and woodland.

Historic Land Use and Activities

3.1.2 Banknock (Gaelic: Baile nan Cnoc) is a village located on the Bonny Water, north of the Forth and Clyde Canal and to the west of the A80 which separates the village from Haggs. Banknock was once known as Hollandbush and was a coal mining town which expanded when residents from Glasgow moved there. It had a railway station and thriving industries, including:

- Cannerton brickworks, locally called 'the Bing'
- Bankier Whiskey Distillery which closed in 1928 and was demolished in 1981
- Coal mining.

Early History

3.1.3 The sluggish headwaters of the River Kelvin and the Bonny Water diverge in a shared valley, which cuts west and east through the waist of Scotland between the Kilsyth Hills and the Slamannan plateau at an altitude of under 50 metres. A strategically sited Roman fort south of the valley probably originated in the first century AD. Rebuilt with stone walls and stone-built latrines around 14AD, it was soon incorporated into the Antonine Wall as one of the only two full-blown forts in this defensive frontier. Little is known of local events until early in the 15th century when Castle Cary was built just south of the fort and 7km east of Kilsyth. Timothy Pont's map made about 1600 also showed Bankier Mill, which stood about 1.5km north-west of the castle, its wheel turned by a burn draining the flanks of the Kilsyth Hills. By about 1750, as Roy's map showed, the winding road between Denny and Cumbernauld crossed the Bonny Water by a bridge beside the corn mill; to the north-west was the hamlet of Bankier, and Castle Cary was also accompanied by a small settlement.

Canal, Limeworks, Distilling, Haggs and Longcroft;

3.1.4 Around 1770 the Forth & Clyde Canal was dug through the low ground between the Slamannan plateau and the Kilsyth Hills, its summit level of about 46m between the headwaters of the Bonny and the Kelvin being retained by locks near the old mill at Wyndford. After passenger boats were introduced on the canal in 1809, Castlecary became an interchange point with the coaches to Stirling, Alloa, Crieff and Perth; from 1811 Wyndford was the terminus of a passenger boat to Glasgow. To the west a basin served the Netherwood lime works. In 1828 Daniel Macfarlane of Paisley adapted the Bankier corn mill into the Bankier Distillery, east of which the straggling villages of Banknock and Longcroft later grew. By 1895 there was an inn at the hamlet of Haggs just east of the post and telegraph office at Banknock.



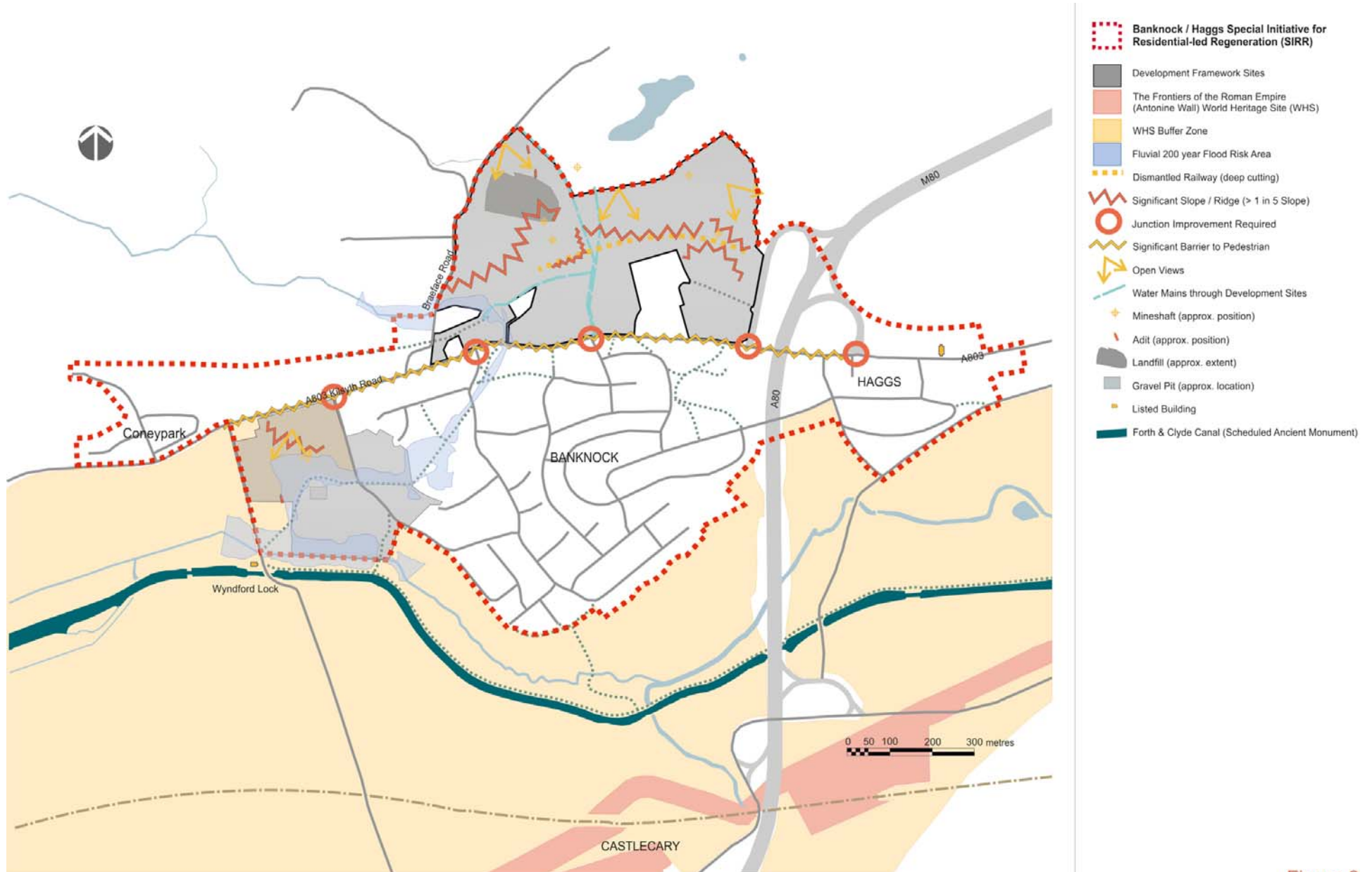


Figure 3
Banknock Development Framework
Constraints

The Railways arrive and distilling seesaws:

3.1.5 The Edinburgh & Glasgow Railway of 1842 crisscrossed the line of the Antonine Wall near Castlecary station, where William Wordie immediately opened a rail to road cartage depot. The main line of the Caledonian and Scottish Central Railways, opened in 1848, crossed the area from south-west to north-east, the ownership divide being at Castlecary. In 1886, when visited by Barnard, the distillery - owned by John Risk - was being modernised. It used barley from Aberdeenshire and Angus, and peat from the Cumbernauld moors, to produce some 680,000 litres of malt whisky annually; a hundred pigs were fed on the draff. Meantime in 1888 came the single-line Kilsyth & Bonnybridge Joint Railway (K&BJR) which gave Banknock its own station. The Cannerton brickworks grew near Banknock station, and a larger refractory brickworks worked beside the Roman wall east of Castlecary. In 1903 Bankier distillery was bought by James Buchanan & Co; DCL closed it in 1928 but retained it as a maltings until 1968. Meantime the Kilsyth railway was closed to passengers in the 1930s. By 1951 the 1500 local people enjoyed the facilities of a small village; but the Castlecary station was closed by 1968.

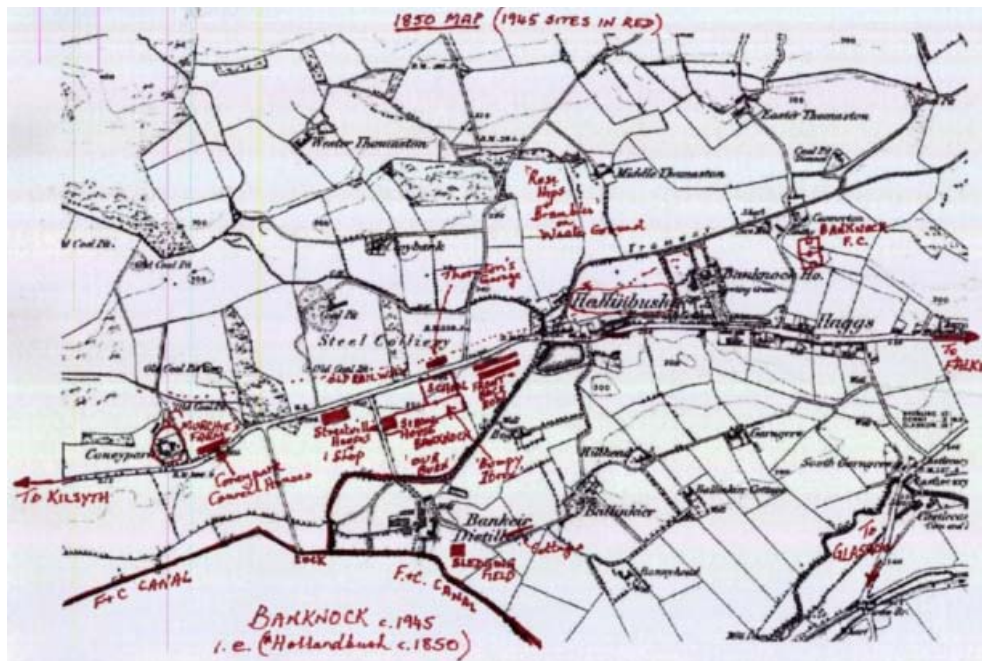
Bricks and Joinery but no canal:

3.1.6 The canal closed in 1962 to enable a new dual carriageway stretch of the A80 to be readily built to bypass Haggs and Longcroft, and a new hotel was built north of the A803 junction; in the 1970s the part of the A80 north of this point was upgraded to the M80 motorway. However, the small secondary school had gone by 1976. By then the Leyland trucks had a small service base at Banknock, abandoned in 1978 for a new site at Falkirk. However, by 1980 there were three small hotels, and the population has risen to over 3000. The G R Stein Castlecary brickworks, open in 1980, was closed and demolished soon afterwards, as was the former distillery, which had vanished by 1988, but the Cannerton brickworks survived. By 1990 Avonside Homes of Castlecary was described as a long-established manufacturer of timber kit houses. There was little new development in the 1990s, but in 2000 the A80 carriageways were raised, over the canal, so that boat traffic could resume.

Design Opportunities

3.1.7 There is the opportunity to provide a narrative for the regenerated village, a strong 'story' connecting with Banknock's history via;

- Street names that link directly with the areas history.
- Signage and interpretation panels, to illustrate Banknock's strong industrial heritage and its early Roman history.
- Public artwork in the village centre.
- Careful use of materials that have been traditionally used in Banknock.



Present Land Use and Activities

- 3.1.8 Today, Banknock village is largely residential, with no major local employers. The Bankview Nursing Home and the Glenskirlie House Hotel sit on the north side of Kilsyth Road towards the eastern and western ends of the village respectively. To the south of Kilsyth Road lies the main residential area, together with Bankier Primary School, the local health centre, community centre, a small parade of shops, takeaways and a garage on Kilsyth Road and a smaller parade of three shops at the south end of Hollandbush Avenue. A small light industrial unit on Hollandbush Crescent is currently vacant.
- 3.1.9 The smaller village of Hags is also mostly residential. There is a small ‘Scot Mid’ supermarket located towards the western end of the village, close to the motorway bridge and within easy walking distance of Banknock. Coneypark is a residential scheme built on the site of a former foundry. Land in Coneypark has been acquired by the Council for the provision of a bus turning area. The Existing Land Use Plan (Figure 2) provides an overview of current land uses and activities within the Banknock and Hags area.
- 3.1.10 There are a number of public open spaces and parks within the built-up area, although provision is largely concentrated in the northern part of the existing residential area. These include playing fields, children’s play equipment and a multi-use games area (MUGA)/ court at Glenview Avenue, an older more formal park with equipped children’s play area between Kilsyth Road and Bankier Primary School, a large informal grass area south of Bog Road and a large informal greenspace following Doup’s Burn to the rear of properties between Laburnum Road, Rowan Drive, Viewfield Road and Wellpark Road . These are described in the consultative draft Falkirk Open Space Strategy as ‘neighbourhood-level’ public open spaces, which tend to be of ‘good quality’ and ‘fit for purpose’. The Strategy is based upon an assessment which classes the Glenview Avenue open space as having a sports pitch. However, the use of the sports pitch has since been restricted by the placement of the children’s play equipment and MUGA.
- 3.1.11 To the north of Kilsyth Road, a path follows a stretch of the former railway, as far east as the Doup’s Burn. To the south a path follows Doup’s Burn as far as Wyndford Lock, another links Wellpark Road to the canal towpath and another from Cherry Lane to the towpath. A further potential path link is currently being progressed from the east end of Hazel Road to provide an additional link to the Forth & Clyde Canal Towpath. Figure 2 shows the location of these paths, together with the local greenspace network.



Townscape

- 3.1.12** The local townscape is predominantly made up of medium density low-rise housing. The majority of residents live in the large post-war housing estate to the south of Kilsyth Road, between Wellpark Road to the west and the A80 to the east. The estate is made up of two-storey houses, mostly semi-detached or in short terraces. Its block structure follows a relatively irregular and curvilinear road layout, with cul-de-sacs off the main roads which tend to restrict permeability. The open spaces and low building heights allow for frequent views out towards the opposite side of the valley from most parts of the residential estate, resulting in an open rather than enclosed streetscape character.
- 3.1.13** There is no longer a clear centre to the village; the school perhaps providing a focal point in terms of activity, and the community and health centres another. In the late 19th and early 20th Centuries, when the Kilsyth to Bonnybridge Joint Railway served passengers from the Banknock Station, the village centre was located to the east of Doup's Burn. It centred around the Hollandbush Inn and adjacent park (still existing) on the south side and a post office, Co-op Stores and licensed grocers shop on the north side of Kilsyth Road. With the exception of the inn, none of these buildings exist today, although a 1969 plan shows them still in place. Only very few older houses currently remain along Kilsyth Road, at Rusticbank and around the former station area.
- 3.1.14** As it passes through the village, Kilsyth Road today offers little sense of 'centre', despite accommodating a parade of shops to the west and the community and health centres to the east. Generous grass banked verges and houses with large setbacks now line much of the road, resulting in a lack of spatial enclosure. This, together with the lack of any pedestrian crossing points, does little to curb the speeds of the high volumes of traffic that severs the northern part of Banknock from the south.
- 3.1.15** There are no notable landmark buildings that dominate views of or within the village. However, views looking up towards Kilsyth Road from the western edge of the village include Glenskirlie House & Castle Hotel, with its three-storey towers, turrets and bright-whitewashed exterior. To the east but also on the north side of Kilsyth Road is the Bankview Nursing Home. Although set at a higher level than the road, distant views are obstructed by its wooded enclosure. A high stonewall marks out Bankview's roadside boundary, lending some degree of enclosure to this section of Kilsyth Road.
- 3.1.16** Haggs Church is the only listed building within the SIRR area (C(S) Listed), but is set at least 400 metres from the boundary of the North Site. The Lock Keepers Lodge at Wynford Loch on the Forth & Clyde Canal is outwith but adjacent to the SIRR boundary, and sensitive consideration of its setting will be necessary in the design of the South Site. Potential impacts of the proposed development on the Forth & Clyde Canal to the south and on Easter Auchincloch Fort to the west of the SIRR edge will also need to be considered since these are classed as Scheduled Monuments.



3.2 Landscape Context

- 3.2.1** The sub-regional landscape is characterised by a diverse range of land uses and cover and is structured by features such as the Kilsyth Hills in the north and west and the high ground in the eastern and southern parts of the area. Landscape character types includes Rugged Moorland located in the upland areas of the Kilsyth Hills but with Plateau Moorland and Plateau Farmland and Lowland Valley landscapes that form part of the Central Scotland Plateau.
- 3.2.2** The landscape around the settlement of Banknock is an important node that makes significant north south and east-west connections following major lines of communications associated with the road, rail, canal and pedestrian networks. Important 'corridors' and 'wedges' form significant areas within the Kelvin Valley and Bonny Water that link across the Falkirk Council and North Lanarkshire Council administrative boundaries and provide a linear greenspace alongside the Forth and Clyde Canal. Important greenspace networks occur throughout this corridor connecting towns and villages both within the Kelvin Valley (Kilsyth/Dullatur) and associated with the Bonny Water (Bonnybridge/Longcroft/Haggs/ Allandale/Banknock) and connecting important linear landscape features such as the Antonine Wall, with its forts and camps and the Forth and Clyde Canal.
- 3.2.3** Falkirk Council is promoting a major Greenspace Initiative around the urban fringe of the main communities. (Finalised Draft Local Plan Policy EQ21). The implementation of this initiative involves a range of projects working with partners including Local Communities, British Waterways, and Central Scotland Forest Trust, Forestry Commission and other stakeholders. Significant opportunities exist for improvements to the countryside around Banknock including improvements to access; nature conservation; recreation and habitat development associated with both brownfield land (former brickworks) and the undeveloped floodplain to the south of Banknock. The SIRR Landscape/Visual Assessment & Strategy (Appendix 2) provides further detail.
- 3.2.4** A buffer zone has been identified in the Finalised Draft Falkirk Council Local Plan to protect the setting of The Frontiers of the Roman Empire (Antonine Wall) World Heritage Site (WHS). The location of the WHS and its buffer zone in relation to the SIRR sites is illustrated in Figure 3. The Frontiers of the Roman Empire (Antonine Wall) World Heritage Site Setting Framework (Appendix 3) describes the existing landscape context in more detail.

3.3 Ecological Considerations

- 3.3.1** Development proposals will be required to follow guidance within Falkirk Council's Biodiversity and Development SPG. The aim of this guidance is to ensure that species, habitats and sites that are particularly vulnerable or of high ecological importance nationally or locally are protected and that the wider biodiversity is maintained and where possible enhanced. This would require investigations to determine the types and levels of species currently in and around the site, protection measures to be put in place where necessary and opportunities taken to incorporate biodiversity into the development where possible.
- 3.3.2** The following paragraphs summarise the ecological surveys which have been carried out to inform the preparation of the Development Framework and of the SIRR Conservation Strategy that accompanies it (see section 5.9). Figure 4 provides the locations of significant species and habitats identified through the surveys, together with proposed locations for mediation as detailed in the Conservation Strategy (section 5.9).

Ecological Surveys

- 3.3.3** A Phase 1 Habitat Survey (Appendix 4) has been undertaken, mapping 19 habitats with habitats evaluated using standard criteria with the marsh/marshy grassland identified as being the most diverse. Seven habitats were identified as broad priorities in the UK and the Falkirk Area Biodiversity Action Plans. A higher plant species list identified 113 species and eight species were identified as being of conservation importance:

Japanese Knotweed, Greater Butterfly Orchid, Oxeye, Daisy, Ragged Robin, Wych Elm, Arrowhead, Common Spotted Orchid and Northern Marsh Orchid. None of these are scarce in national contexts but they are of regional interest. Japanese Knotweed and Arrowhead are invasive aliens.

- 3.3.4** The key recommendations for minimising the impacts of development are:

- Retain as much wet grassland, marsh and ponds as practical.
- Plant new scrub and tree habitats to mitigate loss elsewhere
- Enhance boundary features, particularly along the Canal corridor
- Translocate the small number of Greater Butterfly Orchids, currently growing on a man-made substrate, to a suitable site
- Utilise former landfill as a mitigation area, ensuring that the wet grassland and many associated orchids are kept on site.



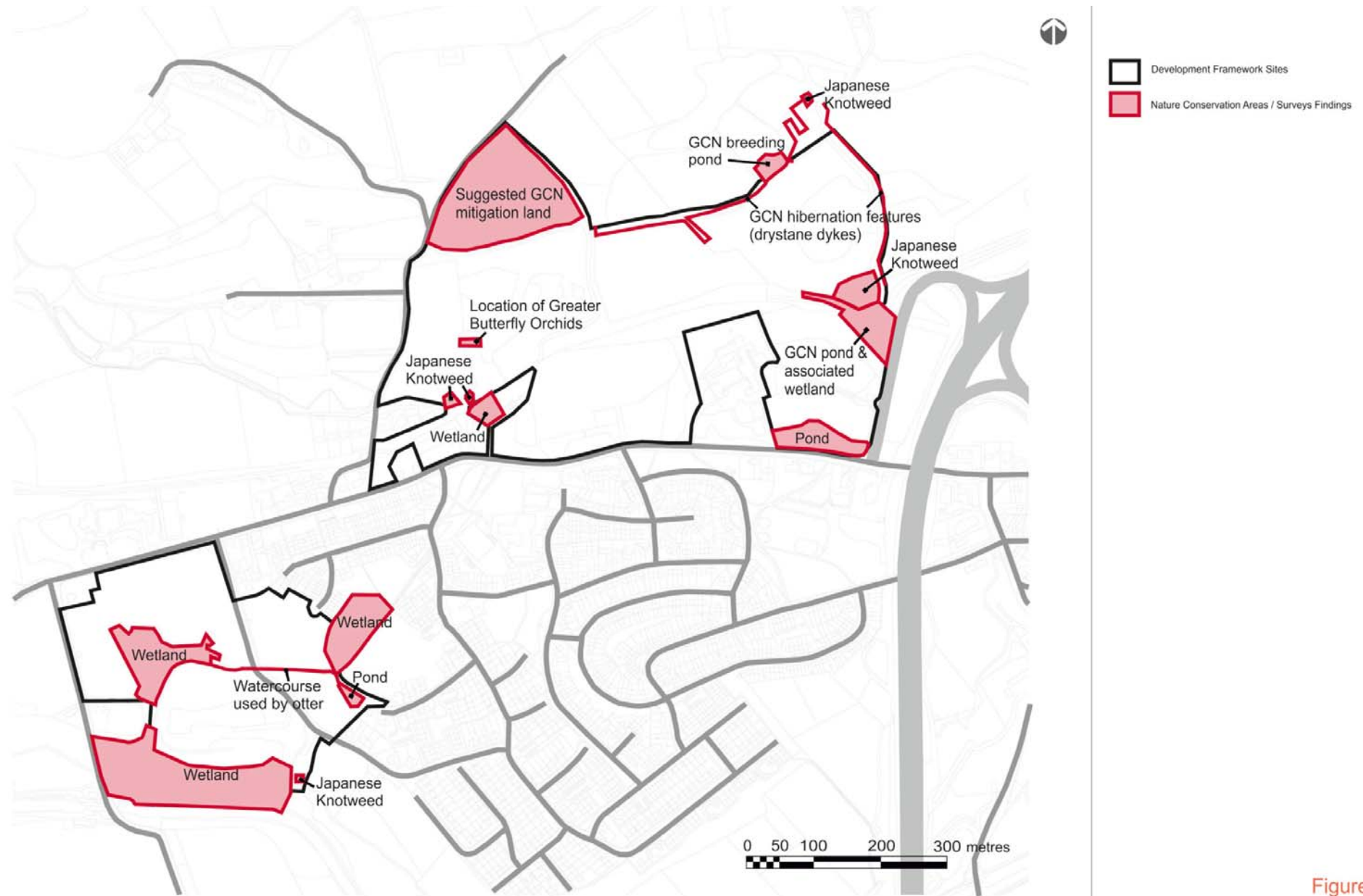


Figure 4
Banknock Development Framework
Nature Conservation Areas

3.3.5 A Breeding Bird survey (Appendix 5) identified a range of habitats and bird species typical of the locality and its recent land use history. No Schedule 1 breeding birds were recorded amongst the 46 bird species present on and immediately adjacent to the site. Five breeding species of high nature conservation concern were recorded in low numbers, with a further six identified as being of medium nature conservation interest. Of the latter only one, Willow Warbler, was breeding in relatively high numbers with 20 pairs recorded. An evaluation of the value of the bird assemblages in relation to habitat was carried out and found that the assemblages were species-poor, probably due to the relatively immature habitat on the development site. The key recommendations for development are:

- To avoid construction on priority habitats (Falkirk Area Biodiversity Action Plan) especially marsh/marshy grassland.
- To employ best construction practice to minimise disturbance/damage.
- To plant scrub and trees at an early stage.
- To phase construction to work on areas of lower importance for birds during the breeding season.
- To undertake ground preparation/clearance outside the breeding season.

3.3.6 A Bat Survey (Appendix 6) indicated that at the time of the survey no roost is present within the development site. Levels of bat foraging activity were generally low across the site, and thus it is considered that the loss of habitats on the site will have only a minor negative effect on those bats habitually foraging there, but have no significant impact on local bat populations. The report recommends that the landscape and habitat management plan for the site includes some provision for habitats suitable as foraging for bats, with a mix of native species, presence of marshy areas and ponds or open water, and without lighting.

3.3.7 A Great Crested Newt Survey (Appendix 7) was carried out across the site and adjacent sites with Great Crested Newts recorded in eight ponds, two of which were on the periphery of the SIRR area. Breeding was recorded in two loci, at Haggs Lake and in Haggs New Pond/Haggs New North Pond, peak counts of individuals were 53 and 13 respectively. The two ponds on the SIRR site held peak counts of three and four individuals. Breeding was provide in the northmost pond, Brown Pond, but not the Railway Pond. The highest HSI were associated with the two main breeding ponds. The results suggest that the proposed development will not significantly adversely affect the Great Crested Newt metapopulation, primarily because breeding is centred on land outwith the SIRR and depends on the actions of adjacent landowners. However, a protection strategy is required and has been prepared in consultation with SNH and Falkirk Council.

3.3.8 Otter, Water Vole and Badger surveys (see Protected Mammal Species Surveys 2007, Appendix 8) were undertaken over, and adjacent to, the development site. No signs were recorded of either Badger or Water Vole. The southwestern part of the development site is within the home range of an Otter and a single sign was recorded, that being several recent spraints on the Doups Burn. From the data available at the time of reporting there are no reasons to believe that any works will have to be licensed or that the local population of Otter, which has Favourable Conservation status according to the latest SNH national survey, will be adversely impacted by the proposed development.

3.4 Topography and Ground Conditions

3.4.1 Banknock and Haggs sit in a sloping river valley, with most of the existing development being located on the most level areas south of Kilsyth Road. The topography of the proposed development sites are challenging, particularly to the north, and will require re-contouring to create effective development platforms and offer environments that can comply with DDA accessibility requirements. Steep slopes from Kilsyth Road into the South Site also restrict the geometry of roads and footways and will require detailed engineering design. Figure 3 illustrates the location of the key ridges made up of more than 1 in 5 (20%) slopes.

3.4.2 Four mineshafts and two adits are present in the North Site according to coal authority records along with one other mineshaft in land north of the site. A Landmark Envirocheck Report also indicates a recorded landfill in the northwestern region of the North Site. Historical map extracts show the location of a recorded gravel pit south of Doups Burn in the South Site. The approximate locations of these features are indicated on the map in Figure 3.



3.5 Drainage, Flood-Risk, Air Quality and Utilities

Flood Risk

3.5.1 A Stage 1 Flood Risk Assessment (FRA) (Appendix 9) has been carried out for the SIRR site. This reveals that the areas of the SIRR sites liable to flooding are largely around low-lying land along Doup's Burn and around the Bonny Water to the south. The pluvial flood risk modelling (flooding created by rain) indicated the highest level of flood risk at the railway pond in the North Site, where large amounts of rainwater runoff collect from the higher ground to the north. The FRA sets out the required finished floor levels and recommends that overland flow routes and pluvial flood volumes be preserved in the layout of the proposed development. It also recommends SUDs treatment and attenuation in order to mitigate the risk of flooding to downstream areas from increased surface water runoff. The layout must also ensure that routes of safe access and egress will be maintained during flood events, and specifies specific culverts which may require work to improve culvert capacities.

Drainage

3.5.2 Hydraulic modelling of fluvial and pluvial flows and the potential for flooding has been modelled for the development and an assessment made which also considers other potential risks of flooding. As part of the study fluvial and pluvial flood maps for the sites were generated which inform this Development Framework and ensure detailed design proposals and future development should have no adverse affect on flood risk within, upstream or downstream of the development (see FRA in Appendix 9). This is in accordance with SPP7 - Planning and Flooding (Scottish Executive 2004).

3.5.3 Scottish Water identified constraints within the existing foul network which could not accommodate, without modification, the scale of the SIRR development (see Development Impact Assessment Appendix 10). Detailed discussions with Scottish Water identified that additional capacity could be secured within the existing sewerage system by the removal of surface water run-off from the network. A drainage strategy was formulated based on the removal of surface water discharges to the combined sewer network from the impermeable areas of Bankier Primary School and sections of the A803 carriageway. By reducing surface water flows into the combined sewer additional capacity can be created capable of supporting the development proposals.

Water Supply (Appendix 11)

3.5.4 Scottish Water has indicated a 3* Cast Iron water main on the western boundary of the southern development site, and a 3* Cast Iron and a 6* Spun Iron main to the north of this site. These may require to be diverted or protected to accommodate any proposed new site access and development proposals. With respect of the North Site, a 21* Steel and 300mm PVCU trunk water mains and an 8* AC water main have been indicated within its boundary. These may require to be diverted to accommodate development proposals. A further existing 3* and 4* Cast Iron water main have been indicated within the carriageway in Kilsyth Road and a 3* Steel water main within the near side of Braeface Road to the west. It is not envisaged that these mains will be affected by development proposals but their existence should be anticipated.

3.5.5 A Water Impact Assessment has been carried out on behalf of Scottish Water (Appendix 12), assuming a development capacity of the order of 700 residential units. This indicates that the existing 21* Steel water main within the North Site and Kilsyth Road and Thomaston Reservoir should have sufficient capacity to accommodate the SIRR development, with minor changes to the network mains layout. However, low pressures have been encountered within Coneypark Crescent which will require to be rectified to allow the SIRR development to progress.

Electricity (Appendix 11)

3.5.6 Scottish Power has indicated the presence of two electricity substations, one within each site, both of which may require relocation to accommodate development proposals. The first is in the South Site on the east side of Wellpark Road and has 11kv high voltage and low voltage underground cables. The second is in the North Site to the north of Bankview Nursing Home and has associated overhead and underground 11kv high voltage cables, and low voltage connections to the buildings currently located on the site. Overhead high voltage and low voltage cables were also indicated within the boundary of the South Site and may require to be diverted to accommodate development.

Gas (Appendix 11)

3.5.7 Scottish Gas Networks has indicated existing 6* Spun Iron/180mm PE low pressure gas mains within Kilsyth Road to the north of the South Site. While it is not envisaged that these mains will be affected by development, the exact location of the 6* Spun Iron main should be determined on site due to its close proximity to the boundary of the development. its existence should be anticipated.

3.5.8 An existing 180mm PE low pressure main has been indicated within the boundary of the North Site, and may need to be diverted to accommodate development proposals. Further 63mm PE low pressure service pipes have also been indicated within this site. Should these serve any buildings which are due to be demolished then the pipes will require to be cut back to the site boundary prior to progression on site. A 63mm PE/2* Steel service pipe has been indicated on the western boundary within Braeface Road, and although it is unlikely to be affected by development, its existence should be anticipated.

Telecommunications (Appendix 11)

- 3.5.9** BT Openreach has indicated overhead apparatus within the boundary of the southern development site which may need to be diverted to accommodate development proposals. Underground apparatus has also been identified within the near side footpath on the western boundary of the South Site, which may require to be lowered or protected to accommodate any proposed new site access points, and on the far side footpath in Kilsyth Road, which is unlikely to be affected by development. In the North Site, BT Openreach has indicated overhead apparatus within the southern boundary which is likely to be diverted to accommodate the development proposals. Underground apparatus within the near side footpath of Kilsyth Road and within the boundary of the development site serve existing buildings located in the development area. It is envisaged that any connections into existing dwellings will require to be diverted and the existing apparatus within Kilsyth Road diverted and protected to accommodate any proposed new site access points. Other service providers have either indicated that their plant will not be affected by the development proposals or, in the case of Virgin Media have yet to respond.

Air Quality

- 3.5.10** Local Authorities are required to review, monitor and work towards achieving air quality objectives for seven pollutants; benzene, 1,3 butadiene, carbon monoxide, lead, nitrogen dioxide, particulate matter (PM10) and sulphur dioxide.
- 3.5.11** During the review and assessment process if it is identified that an objective may be breached, a Detailed Assessment is conducted. The Detailed Assessment aims to use monitoring and modeling to identify whether the identified objective is in fact being breached. If the objective is being breached then an Air Quality Management Area is required, this is followed by the implementation of an Action Plan. The aim of which is to reduce concentrations in the area so that they are within the objectives.

Banknock/Haggs area work

- 3.5.12** As part of the Local Air Quality Management process a potential breach of the annual mean nitrogen dioxide objective was identified in 2006. An automatic monitor was installed with monitoring commencing in November 2007. In September 2008 the Council submitted a Detailed Assessment to the Scottish Government. However, a revised DA was submitted in May 2009 to take account of a full year's worth of monitoring data. The 2008 monitoring data indicates that the annual nitrogen dioxide objective is being breached in a small area near Kerr Crescent, Haggs. It is therefore likely that an Air Quality Management Area (AQMA) will be required. The Council is currently at the Detailed Assessment stage for a potential breach of the PM10 objectives in relation to fugitive dust emissions in the Banknock area, automatic monitoring is scheduled to commence shortly. If an AQMA is designated then development proposals will have to be aware of the implications the AQMA action plan may have for the form of proposed development.

3.6 Access, Connections and Movement

Strategic and Local Vehicular Network

- 3.6.1** The Banknock Strategic Growth Area is easily accessible from junction 7 of M80 motorway which lies directly east of site M03. This junction joins the A803 Kilsyth Road which passes through Banknock, Haggs and Longcroft towards Dennyloanhead and Bonnybridge to the east. To the west the A803 continues towards Kilsyth, Bishopbriggs and Glasgow.

Public Transport Network

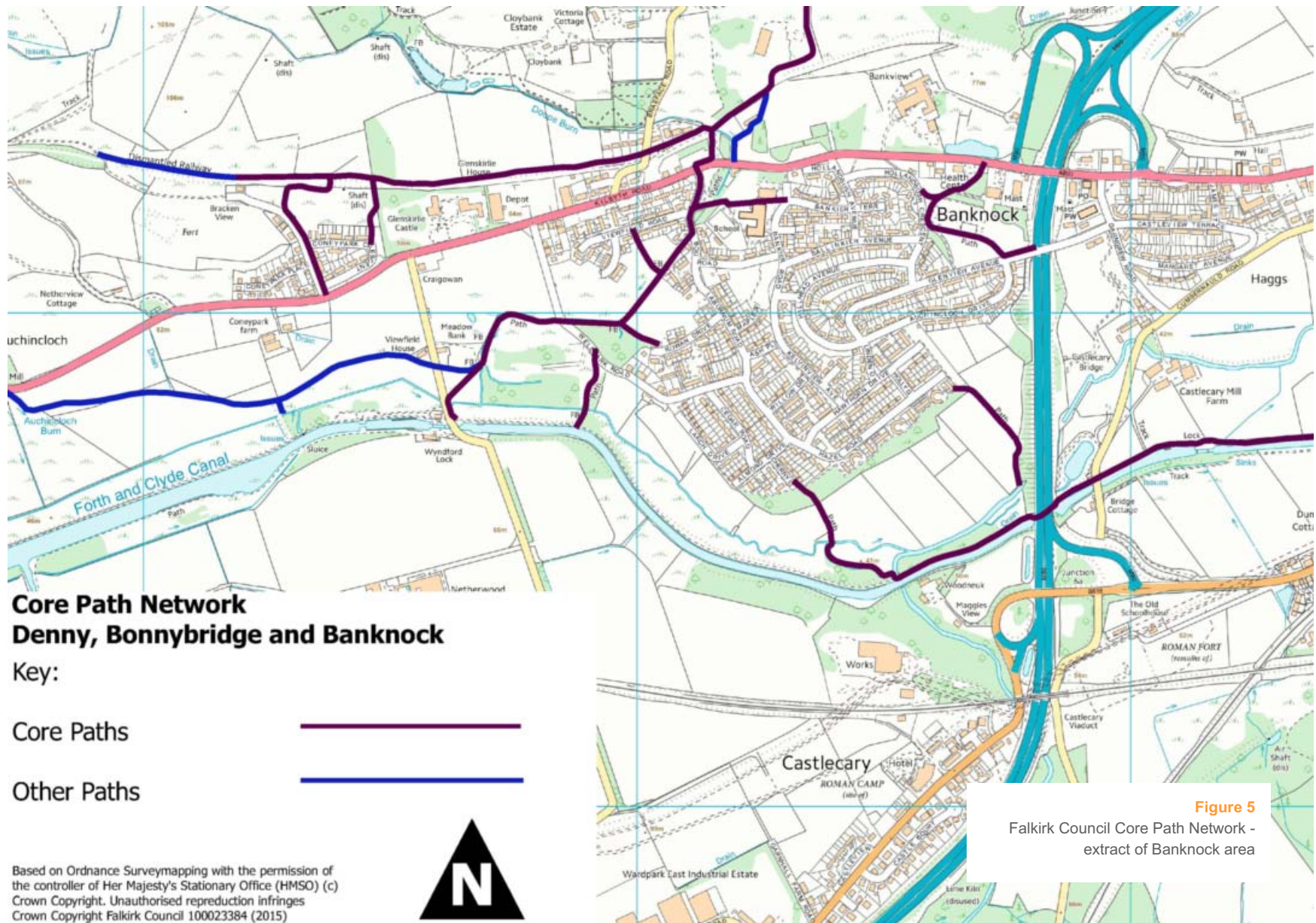
- 3.6.2** Three regular bus services stop at Banknock – on the A803 Kilsyth Road at the former Post Office, at the Community Centre, opposite Bankview care home, near Bog Road, near to the petrol filling station, opposite Glenskirlie House, opposite Coneypark and opposite Coneypark Crescent. The No.24 Stirling to Glasgow (via Denny, Kilsyth, Kirkintilloch and Bishopbriggs) and the No.27 Falkirk to Glasgow (via Camelon, Larbert, Bonnybridge, Banknock, Banton, Kilsyth, Kirkintilloch and Bishopbriggs) generally provide an hourly service with earlier and later services for no.27 and no Sunday service for the no.24 route. The X81A hourly service provided by Coles Coaches runs during the day between Banknock and Falkirk from Monday to Saturday. The closest local interchange with other bus services is at Dennyloanhead. The closest rail interchange with these bus services is at Falkirk.

Pedestrian and Cycle Network

- 3.6.3** Pedestrian accessibility and permeability throughout the existing residential area to the south of Kilsyth Road is good in parts but in others it is impeded by the long circuitous street structure. Kilsyth Road itself is particularly busy and fast moving traffic has a negative impact on the pedestrian experience. There are no dedicated pedestrian crossing points along Kilsyth Road, rendering crossing of the road particularly hazardous, especially due to its winding and hilly course.
- 3.6.4** There are a number of existing segregated pedestrian and cycle routes linking the existing residential areas to Doups Burn, the Forth & Clyde Canal and to other parts of the surrounding countryside. Some of these are proposed to form part of the Core Path Network being prepared by Falkirk Council (see following paragraph). A number of paths, particularly those leading to the canal, are fairly steep and may require improvement to provide enhanced accessibility for all. The dismantled railway leading into the North Site from the west serves as a popular cycle route.

Core Path Network

- 3.6.5** Falkirk Council's Core Path Network (Figure 5) has grown out of the results of extensive informal consultations with local communities, landowners and other key agencies. Core Paths Planning directly supports the implementation of Falkirk Greenspace: A Strategy for our Green Network by providing an area wide framework for outdoor access provision. The Core Paths Planning process has helped identify important local access issues and will provide a focus for future paths management locally.
- 3.6.6** Figure 3 summarises the constraints identified for the SGA through the analysis and consultation stages.



3.7 Village Structure Analysis

- 3.7.1** Studying planned villages in Scotland offers many lessons in design and layout which can act as precedents. Numerous locations were studied, to inform the design process, those listed are illustrative of some successful place making principles.
- 3.7.2** The period when new villages were formed (c. 1730 to 1830) is termed the Age of Improvement. Landowners at that time were open to new ideas and keen to sweep away the old landscape and its settlements in favour of something much more organised; rectangular, enclosed fields, singletenant farms, straight roads and well-ordered, geometrically laid-out villages.
- 3.7.3** **Johnstone** designed in the 18th century in Renfrewshire has a clear coherent settlement structure, with a hierarchy of built form and an identifiable central focus around the town square. It is laid out in a grid and buildings line the outer perimeter of the blocks. This ensures that buildings define the street and public space network in a positive way and private greenspace is located to the rear of properties.
- 3.7.4** **Bowmore** was laid out by the Campbells of Islay on the sloping site above the sea in the 1760's. The road layout follows the natural contours of the landscape with a hierarchy of streets spreading out from the central Main Street. This main axis is aligned between public buildings (the church) and pier. Again buildings line the outer perimeter of the blocks, with limited setbacks and buildings and their main entrances facing the street. Corner buildings address both street frontages they face onto, with corner windows and chamfered building lines.
- 3.7.5** Another town sized planned village was **Turriff, Aberdeenshire**, built from 1763 as an extension to an earlier town. Built on a steep hillside above the River Deveron. Streets are aligned in a grid across the slope and blocks are subdivided by small lanes which allow great pedestrian permeability. Again its structure is clearly and easily comprehensible, allowing people to know instinctively where they are in relation to the settlement at large. Building frontages are varied but constructed with unifying materials such as red sandstone.

- 3.7.6** At **Gatehouse of Fleet in Galloway**, street frontages are continuous which maximises levels of street activity, natural surveillance and security, and creates a strong sense of street enclosure. Where gaps are present along frontages between properties, these are filled by a mix of boundary walls in keeping with adjacent properties. The lessons learned from the examples overleaf can be summarised;

- As in Johnstone, the aim of the new proposals is to create a strong layout with a hierarchy of densities, concentrating higher densities close to the centre of Banknock, establishing a clearly identifiable village centre.
- The layout will be similar to Turriff, in that there will be an arrangement of perimeter blocks of varying shapes and sizes. It is proposed that buildings will front onto the blocks, enclosing streets as at Gatehouse of Fleet. Therefore allowing buildings to define streets and public space, resulting in secure and private back gardens.
- Similar to Bowmore, a wide variety of housing types, sizes and densities are proposed, within a clear layout. Feature buildings will be aligned on the main axis and corner blocks will address both streets and spaces that they face onto.

Johnstone



Bowmore



Turriff



Gatehouse of Fleet



Main Street, Gatehouse of Fleet

Stakeholder and Community Engagement



4

TRANSPORT (1)

What you said...

One of the most common issues raised related to the intensity and speed of traffic along Kilsyth Road, and the difficulties of crossing the road as a pedestrian and turning onto the road by car.

Concerns were raised in relation to other roads in the area, such as the poor levels of maintenance along Wellpark Road, and speeding along Bog Road, close to the school.

THE SHIRE STREET LIGHT IN WELLPARK ROAD WAS LIT NIGHT & DAY FOR 3 MONTHS THIS YEAR - THEN OFF AT NIGHT FOR SOME TIME ALTOGETHER - POOR MAINTENANCE

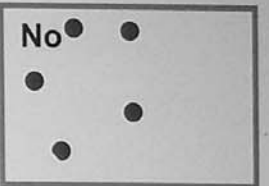
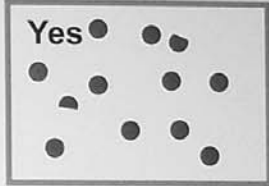
Complaints were also expressed about inadequate frequency of bus services, the expensive fares.

Other concerns also featured, including the perceived need for more parking spaces adjacent to the Scot-Mid store, and the need to limit on-street parking.

Kilsyth Road

Transport assessments have been carried out to inform the Development Framework. Junction improvements are proposed as part of the access strategy for the SIRR development. To the north, the new access points could line up with the existing Hollandbush Avenue and Bog Road junctions. These, together with the Wellpark Road junction, are likely to be signal controlled, allowing for **safer pedestrian crossing** and easy access in to / out of the residential areas by car. Traffic signals also help to interrupt traffic flows and reduce speeds along Kilsyth Road.

Will the suggested improvements help to meet your concerns?



What else can be done to improve the traffic situation Banknock?

Introduce Speed Bumps To Slow Traffic.



A collection of handwritten notes and sketches related to traffic concerns. Notable notes include:

- Can we lock road for children and keep away from cars?** (Next to the photograph)
- Roads to have work or light traffic construction**
- What about a powered speed camera?**
- Value of traffic lights already a problem on the A803 - speed of the bus. Now it has to be kept with foot - to be a bus - that is a problem if we have a school on the A803**
- Disadvantage billpost poles at govt crossings during school hours would be good**
- TRANSPORT ASSESSMENTS NEED TO BE RE-ADDRESSED! URGENTLY WITH \$100/METER OIL**
- Let US KNOW BY SPEED LIMIT SHOULD BE 30mph FROM DEERHOLM ROAD TO**
- Speed Bumps along Laburnum Rd + Bog road to slow traffic**
- SPEED SIGNS INDICATE 40 BUT NOT 400 IF YOU WANT TO SELL YOUR HOME**
- BRACFAC Kelt Road potential speed limit change? Increased traffic from Dundee**
- Post it handouts at these junctions would show traffic but not to a chauffeur's cockpit**
- WYNDHOLM RD - TRAFFIC TO FAN TRAFFIC WILL INCREASE WITH INCREASE OF TRAFFIC !!**
- WYNDHOLM RD - TRAFFIC TO FAN TRAFFIC WILL INCREASE WITH INCREASE OF TRAFFIC !!**
- PLEASE GET THE 40MPH SPEED LIMIT SIGN HANGING ON THE END OF WYNDHOLM ROAD TO 20MPH**
- PLEASE GET THE 40MPH SPEED LIMIT SIGN HANGING ON THE END OF WYNDHOLM ROAD TO 20MPH**
- PLEASE GET THE 40MPH SPEED LIMIT SIGN HANGING ON THE END OF WYNDHOLM ROAD TO 20MPH**
- PLEASE GET THE 40MPH SPEED LIMIT SIGN HANGING ON THE END OF WYNDHOLM ROAD TO 20MPH**

Stakeholder and Community Engagement

4.1 Community Engagement Methodology

- 4.1.1** Detailed community consultation exercises have been carried out in accordance with best practice as advocated by PAN 81 Community Engagement. The purpose of the consultation was to engage with and better understand the needs of the local community, to provide a forum to discuss local issues and regeneration priorities in view of future settlement growth and to inform the preparation of this Development Framework. Two stages of community consultation were carried out, with the first event held on 11th September 2007 and the second on 17th June 2008.
- 4.1.2** The initial community consultation consisted of a 'drop-in' exhibition, which took place during the afternoon and evening at Banknock & Haggs Community Centre. Exhibition boards aimed to raise awareness of the Local Plan SIRR proposal and to ask questions regarding the community's use, perceptions and values placed on aspects of their local area and to gain an understanding of their main concerns and priorities. Further details, including copies of the exhibition boards and a full record of community responses, are contained in the Community Consultation Stage 1: Record of Consultation (Appendix 13).
- 4.1.3** The second consultation event followed a similar format to the first consultation and was held at the same venue. At least 116 people attended the event and over three hundred comments were recorded either on the day or within the month following the event, via questionnaires, comments forms, emails or website questionnaire responses. Further details, including copies of the exhibition boards and a full record of community responses, are contained in the Community Consultation Stage 2: Record of Consultation (Appendix 14).

4.2 Results of Engagement

- 4.2.1** Following the Stage 1 Community Consultation the design team began to prepare an initial draft Development Framework, which included development concept options. These took account of the various issues raised by the local community as summarised below.
- Lack of local health, sports and recreation facilities.
 - Problems of vandalism and lack of amenities for young people.
 - High traffic volumes along the A803 Kilsyth Road, creating problems for pedestrians wanting to cross, and for local access by car.
 - Inadequate car parking space available within village - particular need for more parking to serve the local Co-op store.
 - An existing path network that is inaccessible in parts, often poorly maintained and poorly lit.
 - Inadequate and expensive public transport service.
 - Lack of affordable housing locally, concern that the proposed housing addressed local needs.
 - Poorly maintained parks, paths and other public spaces.
 - Concerns for the future of existing wildlife habitats in light of large - scale development plans.
 - Concerns relating to the capacity of the utilities infrastructure to cope with more development.
 - Some residents used this consultation to express their continued opposition to the proposed housing developments.

- 4.2.2** The Stage 2 Community Consultation provided more specific responses to questions and draft proposals presented. The key points made were as follows:
- Concern at proposals to Auchincloch Drive (H.B&B 17) understood to be 'special needs housing' and which outwith the Development Framework.
 - Unanimous support for health care services to remain and be expanded within Banknock, rather than moved to Dennyloanhead.
 - Significant concern regarding speeding and congestion, along Kilsyth Road.
 - Calls for more effective community policing.
 - Support for improvement and better maintenance of existing parks.
 - Support for community involvement/use of school facilities.
 - Majority support for new village/local centre.
 - Mixed views on practical implications of allotment provision.
 - Dissatisfaction with local car parking provision.
- 4.2.3** Some of the concerns raised by and solutions that would extend beyond the planning and design remit, particularly of this Development Framework. However, various opportunities have been explored to find how development can best address many of these concerns. These opportunities include the following:
- Extending Bankier Primary School to accommodate the increase in pupil numbers – including associated road/traffic calming improvements to Bog Road entrance areas to improve pedestrian safety.
 - Providing new accessible greenspaces within development sites and contributions towards the improvement of existing greenspaces, including replacing greenspace lost due to the extension of the primary school.
 - Upgrading and providing signal controlled junctions at both the Bog Road and Hollandbush Avenue junctions with the A803 Kilsyth Road in order to better manage traffic speeds, provide safer pedestrian access and crossings and facilitate access and egress from the existing residential area.
 - Contributing to the upgrading of the current combined sewer to address existing capacity problems and provide additional capacity for the proposed development.
 - Providing 15% of all housing as Affordable Homes to be distributed equitably through both development sites, to meet a mix of needs, provide a mix of tenures and sizes, and to be indistinguishable from market housing by virtue of appearance and location.
 - Providing a balanced mix of housing types, sizes and tenures, including more family homes and more single-occupancy accessible homes for the elderly.
 - Providing a village centre to accommodate better local services, together with adequate levels of car parking.
 - Contributing towards improvements to the local path network, with particular focus on connections to the Forth & Clyde canal.
 - Protecting and enhancing local biodiversity - including measures to protect listed species and habitats from the impacts of development and to create new habitats and wildlife corridors.
 - Providing allotments or a community garden for use by existing residents as well as new residents.

4.3 Other Consultees

4.3.1 A briefing event was held on 9th October 2008, at Glenskirlie Hotel, to which all stakeholders were invited. Approximately 30 individuals, representing various Council services and other statutory and non-statutory stakeholders, attended the event. The purpose was to introduce the SIRR Development Framework and its objectives to stakeholders prior to their receiving requests for detailed comments during the statutory consultation period. The event included a presentation providing the background to the Banknock & Haggs SIRR proposals and the content of the draft Development Framework. It was followed by a guided visit of both sites.

4.3.2 Ongoing liaison has also taken place throughout the Development Framework preparation process with various stakeholders, such as statutory service providers, Transport Scotland, NHS Forth Valley and various Falkirk Council service representatives for housing, education, community, and greenspace services.

4.4 Consultation on the Draft Development Framework

4.4.1 A report on the Consultative Draft Development Framework for the Banknock and Haggs Special Initiative for Residential Led Regeneration (SIRR) was presented to the former Environment and Heritage Committee on 25th November 2008. Following consideration, it was agreed that officers undertake consultation and report back in due course.

4.4.2 The consultation period ran from 1st December 2008 - 30th January 2009. A letter informing the recipients of the availability of the Consultative Draft Development Framework and Environmental Report was sent to 298 addresses including statutory and non statutory stakeholders, housebuilders, local businesses and services, people who live adjacent to the development sites and people who had attended the consultation events in September 2007 and June 2008. An advert was placed in the Falkirk Herald and a notice placed on the Falkirk Council website advertising the availability of the framework document. Copies of the Development Framework and the Environmental Report were placed in Abbotsford House, Bonnybridge Library, Banknock Community Centre and Banknock Community Wing. Electronic copies of both were available for download via the Falkirk Council website.

4.4.3 In total 18 separate responses were received on the Consultative Draft Development Framework and 3 separate responses were received on the Environmental Report. Appendix 16 is the committee report which was presented to the Economic Strategy and Development Committee on 16th June 2009. This report set out the results of the consultation, a proposed Council response and proposed a set of modifications to the Development Framework in response to the comments received during consultation. These modifications included the following:

- The introduction of a requirement for a village centre masterplan to be produced alongside future planning applications.
- The inclusion of an indicative phasing plan to provide more certainty as to when key pieces of infrastructure will be delivered.
- The introduction of a requirement for all un-consented housing sites along A803 corridor between Coneypark and Dennyloanhead to contribute towards M80 sliproad junction improvements.
- The introduction of additional wording to allow alternative access options to those shown on the Indicative Concept Plan to be investigated.
- Minor changes to Indicative Concept Plan to satisfy the concerns of local residents; and;
- The inclusion of new sections outlining a village structure analysis and the historical context of Banknock and Haggs to inform the spatial vision of the Development Framework.

4.4.4 The Economic Strategy and Development Committee consequently referred the Development Framework as modified for approval as Supplementary Planning Guidance. On 24th June 2009 the Banknock and Haggs SIRR Development Framework was approved as Supplementary Planning Guidance by Falkirk Council.

Development Framework

5





Former Cannerton Brickworks, North Site

Development Framework

5.1 Development Vision

5.1.1 Banknock's green river valley setting and landscape is one of its most valuable physical assets. The community consultation exercise has highlighted the strong attachment that local people have to their surrounding environment. Many residents enjoy walking and cycling along the recreational paths, the canal towpaths and through the local parks, also placing great value on the less formal or wilder areas that surround the village. Proposals for the future of the village places at its core the need to draw upon these connections to the surrounding landscape, cultural, heritage and place setting context.

5.1.2 The vision:
“Banknock is a successful settlement with good local services focussed around a small and vibrant town centre, providing a focus for distinct and appealing residential neighbourhoods designed to promote sustainable living.”

5.1.3 Development will be focused around a new town centre and a reconfigured main street which should enjoy calmer vehicular speeds and greater pedestrian permeability than at present. A high quality townscape will create a distinctive and welcoming character, with a coherent and well-connected street network, interconnecting with an accessible greenspace network providing good links to the wider countryside.

5.1.4 Development proposals should be required to demonstrate that the most sustainable design options (social, economic and environmental) have been considered and taken into account in addressing the development of individual sites. Future plans for the area should be mindful, however, of the challenging physical constraints of the two principal development sites, mostly in terms of topography, ground conditions, land contamination, flood risk and drainage, and their effects in terms of fulfilling sustainable place-making objectives.

5.2 Sustainable Design Principles

5.2.1 Falkirk Council is committed to achieving socially, economically and environmentally sustainable communities through the development of the Banknock SGA. In the spirit of the sustainable development policy agenda at national and Local Development Plan level, development at Banknock will be required to take account of the latest best practice in sustainable place-making

5.2.2 The following sets out the key design principles which have been incorporated within the Development Framework and will require to be addressed when formulating individual development proposals.

A Clear Structure

5.2.3 A coherent and legible settlement structure is essential if pedestrian movement is to be encouraged. It allows people to understand instinctively where they are in relation to the settlement at large. The built form, the movement/public space framework, and the mix of uses all combine to convey this structure. The most successful and legible structures tend to be those which have a clear hierarchy of built form, with an identifiable central focus and the highest densities being located within the most central and accessible points.

High Connectivity

5.2.4 New development best integrates with the existing settlement by maximising its connections with adjacent areas. Connections through and within the new development should facilitate travel by sustainable modes. Routes should follow natural pedestrian desire lines as far as possible, offering good access to centres of activity, other local facilities and public transport. The greater the number of connections to the local centre, to public amenity spaces and to public transport nodes, the more viable and successful these services/amenities are likely to be and to remain in the long-term.

Streets Shaped by the Urban Form

5.2.5 The quality of connections is equally important. A major problem with much recent development is that standard road dimensions, layout and hierarchies are set in place as solutions simply to physical land constraints and meeting road safety standards by the simplest means, without initial consideration for the sense of place being created. Streets should feel like intrinsic and important parts of the public space network where people thrive and cars speeds are restricted. This can be achieved by creating more enclosed streets with limited building setbacks, continuous and active frontages (many entrances onto the street) and good levels of overlooking to provide opportunities for passive surveillance. This encourages pedestrian and cycle movement as streets feel safe, comfortable and attractive and the buildings shape the street rather than the carriageway being visually dominant.

Mixed Use Centre

5.2.6 Successful and healthy communities require a full range of accessible local services and facilities. Locating a range of uses together in and around the village centre, encourages multi-purpose trips, for example, dropping the children at school, shopping for a few groceries, meeting friends, catching the bus, etc. This offers a more sustainable pattern of movement that does not rely solely on car use. The mix of uses and activities also helps to create a more vibrant, attractive and economically viable centre. Such centres also need to be flexible in terms of building uses in order to adapt to changing markets, local needs and circumstances.

Housing Variety & Mix

5.2.7 A full range of housing types, sizes and tenures, including provision for live work units, should be provided to encourage a balanced community mix. This ensures that households do not need to move away from the local area in order to satisfy their changing housing needs and demands, it avoids the creation of socially restricted or 'dormitory' settlements, and ensures that there are more 'eyes on the street' throughout the day. Homes should also be designed to be able to adapt more easily to changing household circumstances related, for example, to disability.

Sustainable Housing Densities

5.2.8 Housing density is an important issue in developing more sustainable places, improving the local catchments of facilities and encouraging a more active community use of local services, which in turn supports safer places and community well-being. Densities of 26 to 40+ dwellings per hectare net (dph) start to offer the benefits of more walkable communities, sustainable public transport, lower road infrastructure investment and benefits of reduced impacts on landscape assets while still offering privacy and security and integration of local greenspace and play provision. Areas of higher density housing should be located in the more central areas where they have good accessibility to services and public transport routes, helping to support the viability of these essential services. Areas of lower densities should be located towards the settlement edges and less accessible areas.

Quality Green Space Network

5.2.9 Green open space networks are more useful for visual amenity, recreational use and wildlife corridors than isolated and unrelated spaces. They can become an integrating element between new and existing development, and can serve to connect the development to the wider landscape both physically and visually. They are important if development is to promote healthy lifestyles and high environmental quality.

5.2.10 The green space network should incorporate, wherever possible, existing areas of quality greenspace, woodland and other positive landscape features and natural assets, such as watercourses, in addition to important wildlife habitats. All green spaces within the settlement should be functional, accessible from the public space/street network, contribute to biodiversity and wherever possible be overlooked by housing to provide passive surveillance and encourage use.

Enhancing Community

5.2.11 New development should seek to enhance the quality of the appearance and functionality of a community's surroundings. It should ensure that both new and existing areas benefit from shared infrastructure and amenities of high quality, including schools, healthcare facilities and open spaces. A new or strengthened village centre can provide a focus for community activity, serving to integrate both existing and new communities. Similarly, the expansion of an existing school can ensure that the school acts as an 'integrator' by mixing new and existing communities together, rather than dividing them into separate schools.

Protecting Biodiversity

5.2.12 Developers have a legal duty to protect certain species of flora and fauna and their habitats where these occur in or immediately adjacent to the development site. There are various levels of protection, and these are detailed within Falkirk Council's Biodiversity and Development SPG.

5.2.13 The use of inappropriate night-time lighting has the potential to impact on wildlife and the rural qualities of the countryside, its use should also be carefully considered to avoid light spillage and glare. Development proposals will be required to be in full accordance with the Scottish Government Guideline (2007) 'Reducing Light Pollution and Reducing Energy Consumption'.

Enhancing Biodiversity

5.2.14 Development unavoidably impacts and displaces some of the existing natural habitats which have established over time within a site. It also tends to provide greater human access to greenspaces, in some cases conflicting with the conservation of biodiversity. However, urban or village expansions can provide opportunities for delivering new green infrastructure to aid the development and interconnection of habitats. The detailed design of new habitats must take account of likely future changes to the climate, so they should be naturally resilient and must have scope to change in response to the changes that will occur. Biodiversity and nature conservation can also have significant benefits in helping to mitigate the adverse impacts of climate change on people. For example, the creation of wetlands in the floodplain can act as a sponge, absorbing water from flooding and releasing it slowly, preventing it flooding downstream. Also, an increase in natural vegetation and trees can help ameliorate temperatures within built-up areas and help improve air quality.

Creating Healthy Environments

5.2.15 Healthy environments are not simply those which appear green and leafy, but importantly those which promote healthy lifestyles, including walking, cycling, sports and recreation. This requires that routes - particularly to school and other facilities - and public open spaces feel safe and are convenient and attractive to move through. It requires that the needs of pedestrians and cyclists take precedence over those of the car. More effective use of sports and leisure facilities, for example, the use of school sports facilities shared with the wider community out-of-school-hours, should be encouraged.

Using Resources Effectively

5.2.16 Sustainable design centres on the effective and efficient use of resources, measured over the long-term, in order to minimise negative impacts on the local and wider environments. For example, land as a resource can be used more effectively to accommodate housing at densities which better support the viability of bus services and promote pedestrian movement. Banknock sits on a south facing slope, opportunities to design housing to maximise passive solar gain and minimise wind chill to enhance energy efficiency should be explored in accordance with Policy D04 and SG15 "Low and Zero Carbon Development" of the LDP. A local school can again be used as an example, in terms of sharing its sports resources with the wider community, rather than unnecessarily duplicating provision. As far as possible, earthworks should avoid the need for removal of materials off-site, but use this as fill elsewhere on the site. Construction materials should, ideally, be sourced locally and be low in embodied energy. Existing healthy trees should be protected and retained, instead of planting new trees.

Minimising Pollution

- 5.2.17** Development should be designed to minimise pollution both in its construction and over its lifetime use. Much of this comes back to effective use of resources (above), but also to the design of housing, housing layouts and public space framework which can impact, for example, upon the level of heat conserved in homes, the levels of light pollution emitted and the ways in which people choose to travel within the local area.

Protecting and Enhancing the Historic Environment

- 5.2.18** The historic environment makes an important contribution towards an area's unique cultural identity and is a valuable environmental asset. Development of the Banknock SGA has the potential to impact on a number of features of the historic environment including the setting of the Antonine Wall World Heritage Site scheduled monuments at the Forth and Clyde Canal and Antonine Wall and sites of local archaeological importance identified on the Scottish Monuments Record at Cannerton Brickworks, Bankier Distillery and Banknock Station. Any development must therefore respond positively to these features of the historic environment and respect their setting. Development proposals should aim to protect and, where appropriate, enhance the historic environment.

5.3 Development Framework Concept

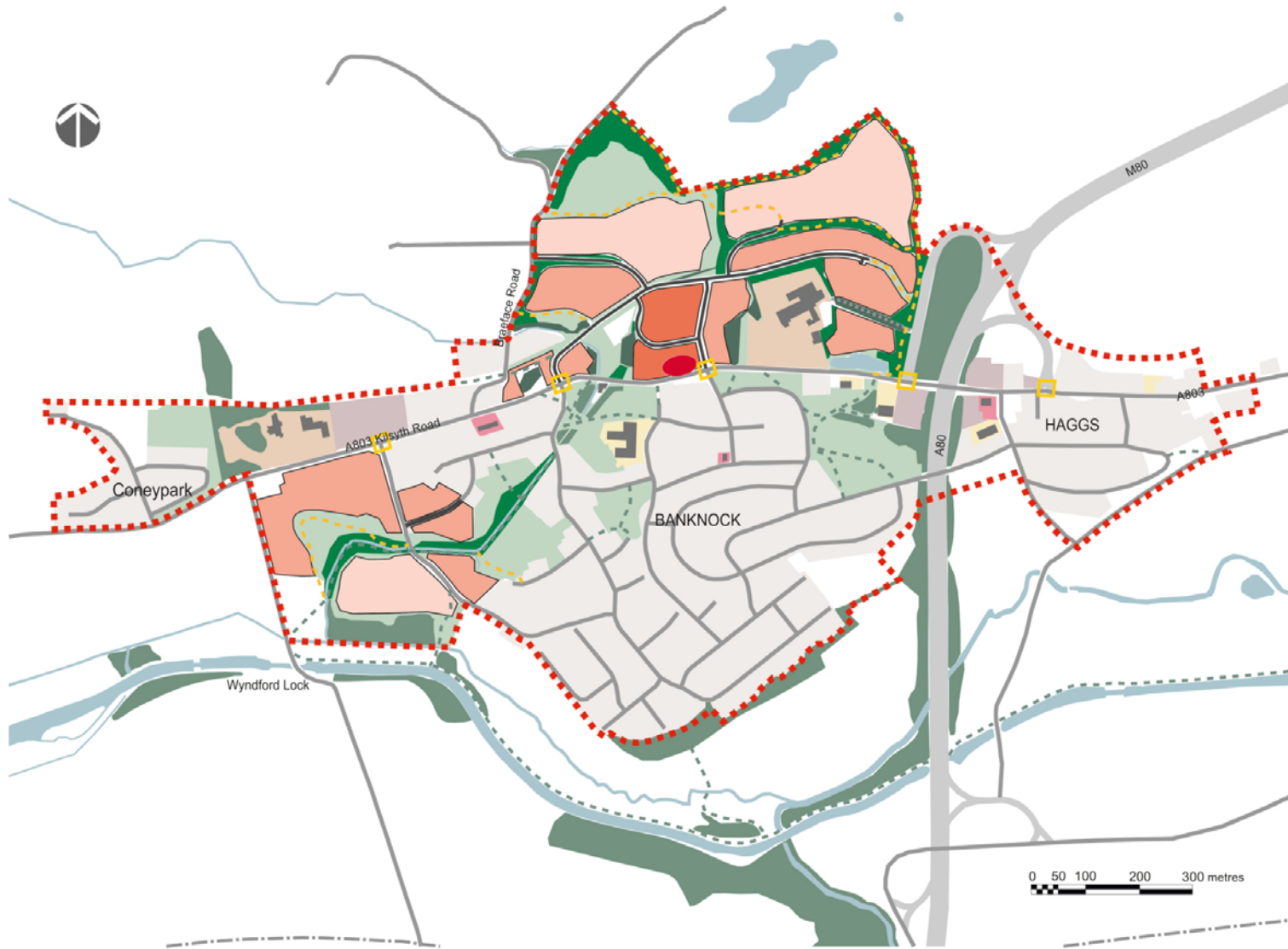
- 5.3.1** A Development Framework Concept Plan has been developed to guide development within the Banknock SGA and ensure key site assets, connections, and site features are protected and enhanced. Development proposals should reflect the Concept Plan (Figure 6) to create new integrated residential neighbourhoods on the Banknock North and Banknock South sites.
- 5.3.2** The Development Framework Concept Plan identifies proposed access points to both the Banknock North and Banknock South sites together with a proposed road pattern. The access points and road pattern may be subject to change as a result of technical investigation and design. Where proposals depart from any aspect of the Concept Plan, they should be fully justified and demonstrate how they meet the Sustainable Design Objectives (Section 5.2), the aims and objectives and individual policies of the LDP (Section 2), together with other relevant considerations such as national planning policy."
- 5.3.3** The Concept Plan defines the principal areas proposed for development, the land uses, the greenspace network and the indicative road and path network. In addition to enabling the remediation and redevelopment of derelict brownfield sites immediately adjacent to the existing village, the development will provide opportunities to strengthen the quality of place, increase support and patronage of the village facilities and services, including public transport services, and generally support enhanced amenity for both existing and new residents. It will provide opportunities to create a strong village centre, reduce the traffic impacts of Kilsyth Road, provide accessible strategic greenspace, improved path connections and create attractive new settlement edges.
- 5.3.4** The Concept Plan should be followed in conjunction with the following design strategies and requirements.

5.4 Urban Design/Townscape Strategy

- 5.4.1** The advice set out in SG02 Neighbourhood Design Guidance should be followed in developing the masterplan and detailed layouts.

Settlement Structure

- 5.4.2** A new village centre should be created, ideally along the northern edge of Kilsyth Road, located northwest of the Hollandbush Avenue junction, approximately 150 metres from Bankier Primary School. This would give services and businesses a more central and accessible position in which to locate, taking advantage also of passing trade to maximise commercial viability. The village centre would serve as an integrating component to be used by both existing and new residential communities, and would promote sustainable multi-purpose trips as described above (5.2.6).
- 5.4.3** The village centre should be designed as a physically integrated development of residential, commercial and other community facilities. This will avoid the piecemeal development of commercial units segregated from the wider development and ensure some level of activity/natural surveillance within the centre in case of commercial units being temporarily vacant, particularly in the early stages.
- 5.4.4** A detailed design study should be carried out to determine the location, layout, mix of uses and design of the village centre. This should consider the potential for village centre development to span both sides of Kilsyth Road, so potentially incorporating land within the existing park north of Bankier Primary School. This should co-ordinate with the expansion plans for the school, any road reconfiguration works associated with the new access junctions and consider incorporation of the former Hollandbush public house. The resulting design recommendations must be agreed with Falkirk Council prior to any outline planning applications.
- 5.4.5** Development blocks should be arranged in informal / irregular perimeter form to create a broadly rectilinear (modified grid) street network, adjusting and reflecting topographic constraints and the need to ensure that streets/paths/public spaces achieve slopes no steeper than a 1 in 20. The resulting street network should allow for direct and frequent pedestrian and cycle connections throughout the area, focussing in particular on accessibility to the village centre, other services, bus stops, pedestrian crossings and the greenspace network. In addition to the topography, the proposed layout is influenced by a combination of existing routes and principal points of connection, utility infrastructure, location of existing services and amenities, landscape features and significant local views.



Banknock / Haggs Special Initiative for Residential-led Regeneration (SIRR)

Framework Proposals

- Residential - highest densities (> 40 dwelling per hectare net)
- Residential - high to medium density (26 to 40 dwellings per hectare net)
- Residential - lowest density (15 to 25 dwellings per hectare net)
- Village Centre (location & design subject to detailed study)
- Greenspace / Open Space
- Retained Woodland
- Areas of New Woodland Planting
- Principal Road
- New/reconfigured Junction
- Foot/Cycle Path (approx. location)
- Primary Public Realm Network

- Residential Areas
- Public Open/Amenity Space
- Retail & Food
- Community Use
- Class 7 or 8 (hotel & nursing home)
- Business / Industrial
- Woodland Areas
- Watercourses
- Motorway and slip roads
- Roads
- Tracks
- Foot and Cycle Paths
- Public and / or Local Landmark Buildings

Figure 6
Banknock Development Framework
Indicative Concept Plan

- 5.4.6** Streets should be formed as far as possible from continuous building frontages, with occasional open spaces or changes in the building line, to punctuate and add interest. The main distributor road serving the North Site should be designed as a 'street' to avoid creating a detached and poorly addressed road dominated by wide sloping grass verges either side. The edges of the distributor road, where roads standards preclude direct vehicular access, should be designed to ensure lively building frontages and entrances with the building lines as close as possible to the roadway. Potential for the provision for on-street parallel parking bays (visitors parking), provided these are well overlooked, should also be investigated in discussions with the Council's Roads Officers. (See section 5.6 for more detail.)
- 5.4.7** The 'primary public realm network' identified in the Concept Plan (Figure 6) shows those key building frontages that should enclose the key streets and public spaces. This sequence of spaces should form the most important part of the public space hierarchy, with the proposed village centre/Kilsyth Road building frontages being at the top of this hierarchy, with the greatest levels of activity and movement. All edges identified should have strong and continuous street frontages with fewer gaps and higher numbers of building entrances and opportunities for natural surveillance. Well-enclosed streets with strong frontages have often been shown to naturally reduce vehicular speeds, hence the particular need to take advantage of opportunities for this treatment along Kilsyth Road.
- 5.4.8** The key nodes, entrances and corners within the street/public space network should be highlighted through changes in the building line, elevation and/or height. For example, the corner of a block may be chamfered or stepped forward to emphasise a key junction or public space.

Housing Layout

- 5.4.9** The general layout should be substantially composed of perimeter blocks of varying shapes and sizes that ensure that buildings define the street and public space network in a positive way. Flexible perimeter block layouts, by fronting onto the public realm offer good levels of streetscape enclosure and natural surveillance and also help to ensure that rear gardens are secure and private by grouping them together within the centre of the block.
- 5.4.10** The perimeter block model allows for a wide variety of housing types, sizes, densities and detailed layouts, and does not rule out courtyard or short cul-de-sac development within the perimeter blocks themselves. Lengthy cul-de-sacs, however, must be avoided due to their restrictions on pedestrian permeability. Pedestrian/cycle permeability must be maintained throughout while car access should be more restricted. The Concept Plan shows indicative housing blocks, most of which will require further subdivision according to topographic constraints.

- 5.4.11** All streets, with the exception of those considered as distributor roads, should have frontage (vehicular) access and housing should face the street. In the case of distributor roads, housing should also turn to face the street and the range of design options, set out in proposed SG02 Neighbourhood Design Guidance, used to deliver access to properties.
- 5.4.12** Car parking should be accommodated through a variety of designs, including small communal parking courtyards within the centre of blocks and on-street parking bays. Where parking is provided within a property curtilage, this should not be to the front of the house, but to the side or rear, to encourage a more appropriate level of street enclosure, with properties located towards the front of their plots, with limited setbacks. The level of car parking provision must follow the current Falkirk Council guidelines as set out in the Design Guidelines and Construction Standards for Roads in the Falkirk Council Area (January 2000) or any Council approved update.
- 5.4.13** Corner houses should address both streets/spaces that they face onto. Featureless and windowless side gable walls will not be acceptable. Features such as corner bay windows and chamfered building lines will be encouraged as a means of contributing to the positive treatment of public spaces.
- 5.4.14** Visible sections of the new settlement edge should be addressed by the fronts of buildings, along formal/informal access streets, rather than by backs of properties, high fencing and screening planting. This is important if the objective of encouraging public use of strategic greenspace on the edge of the settlement is to be met. See proposed SG02 Neighbourhood Design Guide for acceptable solutions.

Housing Density

- 5.4.15** The areas of highest building density should be located towards the village centre, Kilsyth Road and the new principal street connecting between the two junctions serving the North Site. Housing densities should decrease with distance from these most accessible locations. To the north of the North Site, lower densities will occupy some of the higher slopes, ensuring that housing numbers do not exceed road and other service capacities. The highest densities within the South Site should be located towards Kilsyth Road and Wellpark Road where pedestrian access to services is greater.
- 5.4.16** Concentrating higher densities, and hence more people, closer to the village centre and public transport route will strengthen the viability of these services and amenities, will lend a greater sense of activity and natural surveillance and will reinforce the primary public realm network through increased built form and enclosure. The Concept Plan (Figure 6) indicates the range and hierarchy of proposed densities to be applied to each development site. More detailed analysis of ground conditions and topography will be required at the masterplanning stage to reveal more accurately the likely housing densities and hence overall housing numbers.

Other Housing Design Issues

5.4.17 For all other housing design issues, such as aspects of style, order, mix and grouping, development proposals should demonstrate that advice from SG02 Neighbourhood Design Guide has been followed. Rusticbank and Rusticbank Cottage currently sit within the southwestern quadrant of the northern development site adjacent to the highest density proposed new residential development and the proposed new village centre. These properties are currently accessed via a private road which joins Kilsyth Road just to the north of Bankier Primary School. Provision must be made for these properties to be accessed from the principal road network within the northern development site; this will allow the current private road to be closed to vehicular traffic. Careful attention must be paid to providing these properties with adequate screening, privacy and security from the new greenspace directly to the south.

5.5 Land Use Mix

5.5.1 The predominant land use should be residential, supported by a new village centre (including retail provision), an upgraded street network, an extension to Bankier Primary School and a range of public open spaces forming a strong and varied greenspace network. The LDP indicates that the combined capacity of the Banknock North and Banknock South sites is in the region of 700 houses.

Village Centre

5.5.2 The new Village Centre should contain a mix of uses in order to encourage multi-purpose trips. This may include a small general food store (size to be confirmed by findings of a retail capacity study), small retail units, small financial or other professional services, café or snack bar, community uses, bus stops, integral public space and must include housing (including flats above shops).

5.5.3 Encouraging current retail unit operators to relocate to similar or larger premises within the new village centre would also strengthen overall viability of the centre. The public space design should be of a high quality to encourage investment and patronage. This should be well overlooked by housing, avoid dead frontages and pedestrian dead-ends and provide quality street furniture with a high quality civic space setting including quality surfaces and landscape detailing.

Housing

5.5.4 A mix of housing types and sizes will be accommodated within each site to ensure that all household types are catered for and that balanced and mixed communities are able to establish. There will be a mix of housing tenures, including affordable housing throughout, and the design of housing will be 'tenure blind'. For example, affordable housing should not be distinguishable from market housing by virtue of its appearance or location.

5.5.5 15% of the total number of homes will be provided as affordable or special needs housing, in line with Policy HSG02 of the LDP. Each phase of development should include 15% of all housing as affordable provision, and at no stage should this fall materially below the 15% level. This should help to ensure that affordable housing provision is dispersed throughout the development sites to avoid the creation of "affordable ghettos". Proposed development must follow guidance within SG12 Affordable Housing

5.5.6 A Housing Needs Assessment (HNA) for the Bonnybridge and Denny area, within which the Banknock & Haggs SIRR sits, has been produced to inform the Development Framework. It indicates that there is a shortage of affordable housing in Denny & Bonnybridge, with demand for all sizes and types of accommodation. However particular emphasis should be given to the following:

- In relation to relets, most pressure is on 4 and 5 bedroom properties. Although there was only one re-let of 4 and 5 bedroom properties last year there were 49 requests for such properties from applicants with a housing need and 62 in total.
- There is also significant pressure on 2 bedroom properties of which most pressure is on cottages, ground floor flats and lower 4 in a block flats.
- There were 14 applicants with medical points who requested disabled housing.
- Property prices in Denny & Bonnybridge are above the Falkirk Council area and;
- Wider Falkirk lower quartile and median price.

5.5.7 The HNA goes on to recommend that although all types and sizes of accommodation are required in Denny & Bonnybridge, particular consideration should be given to the following:

- 2 bedroom properties with some larger properties (4-5 bedroom).
- 4 in a block flats and houses.
- Properties for people with mobility difficulties.
- Some form of low cost home ownership.

5.5.8 It is recommended that the Pakistani and Chinese communities are advised of new affordable housing options in the Denny/Bonnybridge area. The information contained within the HNA is based on analysis of current data and it is recommended, given the phased nature of the SIRR development, that the information is updated on a regular basis to address changes in market conditions to ensure local housing needs are met over the period of the SIRR."

Open Space

5.5.9 SG13 Open Space and New Development sets out the Council's requirements in relation to provision of open space in association with new development. The Development Framework sets out an open space strategy for the SGA (see section 5.7).

Education

5.5.10 Development proposals must have regard to SG10 Education and New Housing Development. The Banknock SGA falls within the catchments for Bankier Primary School, Denny High School, St Patricks RC Primary School and St Modan's RC High School (the latter being within the Stirling Council area). Proposed capacity enhancements at Bankier Primary School (INF.28) and Denny High School (INF.25) will require an equitable contribution from the developers. These can be termed primary common infrastructure elements – see section 5.14. Potential impacts on school capacity of the other two schools will also require negotiations relating to potential developer contributions and will be dependent on capacity constraints at the time of any planning application.

5.6 Access & Movement

5.6.1 A full Transport Assessment will be required to address the needs of Banknock in terms of transportation modes and opportunities to support sustainable travel choices in accordance with policy and the objectives of the Development Framework. Integrated design working between urban designers, transportation planners, architects and landscape architects has focussed on ensuring good connectivity within neighbourhoods, across the settlement and links to other local centres. Scottish Planning Policy sets out a hierarchy of travel modes placing walking, cycling and public transport ahead of the needs of car users. This hierarchy should be carefully observed in order to design a movement network that supports sustainable placemaking.

Pedestrian and Cycle Network

5.6.2 The development design should aim to provide ease of access and movement so as to contribute to the vitality and character of development and to contribute towards a 'walkable community'. The central tenet of the network design should be that of 'Streets for People'. The public realm should be made up of an interesting and attractive sequence of streets and spaces which are connected and appropriately enclosed to allow optimum levels of natural surveillance. Some streets should allow for pedestrian and cycle through access only, such as the connection to John Bassy Drive from the South Site, rather than forcing pedestrians to move through narrow and secluded fenced lanes / alleys along the backs or sides of properties, as is too often the case in many modern housing estates. All routes should be less than a 1 in 12 (8%) slope, with most ideally achieving a slope of 1 in 20 or less. A network of footpaths and cycleways integrated into the greenspace network and public realm will also allow greater mobility throughout the development. Connections will be made to the wider countryside network of paths and tracks (see 5.6.15).

5.6.3 In addition to creating new sections of the recreational path network on-site, the SGA developments should also contribute to the upgrading of existing paths, in terms of surfacing, lighting and maintenance, where these are identified by Falkirk Council as part of the Core Path Network. To ensure that access provision meets current good practice guidelines, the Countryside Access Design Guide, which is available from SNH should be referred to. A clear access strategy should accompany planning permission in principle applications, showing the location and hierarchy of paths in terms of specification and maintenance from adoptable/lit paths to factored greenspace paths.

Residential Streets

5.6.4 The new residential streets within the site will be carefully designed so as to be attractive and vibrant places for residents to interact and play, as well as safe routes for all road users. It will be important to minimise wide street sections, with front curtilage driveways, that tend to encourage higher vehicle speeds and are unfriendly for more vulnerable users. "Designing Streets" and SG02 Neighbourhood Design Guidance should be the starting point in the design of these streets.

5.6.5 The current Design Guidelines & Construction Standards for Roads in the Falkirk Council Area require that a typical residential street has a 11.5 metre wide section, incorporating a 5.5m road, 2m either side for footpaths (hence 9.5m adoptable highway) and include as a minimum a 1m privacy strip either side.

5.6.6 Guidelines may change and it is essential that street design proposals be developed in discussion with Falkirk Council Roads Development and Transport Planning Officers. For variety, other street configurations should also be considered, including shared surface or 'Home Zones', to ensure high quality residential streets that all users including cyclists and pedestrians feel safe and comfortable using. Scope for on-street parking bays and tree planting should also be considered in seeking to animate the residential street scene.

Principal Road Network and Strategic Links

5.6.7 In order to accommodate proposed settlement growth along the A803 corridor between Coneypark and Dennyloanhead the Local Development Plan (LDP) includes infrastructure proposal INF.06 which involves the upgrading of the M80 slip roads' junctions with the A803. This proposal notes that upgrades (which include physical works as well as any necessary land acquisition costs) are to be funded by developer contributions from impacting sites. For clarity, the Council expects that the upgrading of the M80 slip roads' junctions with the A803 will be developer led.



Figure 7
Banknock Development Framework
Proposed Green Network

5.6.8 Sites within the Local Development Plan (LDP) where planning permission has not already been granted and that are considered to impact on these junctions are:

- H07 Banknock South
- H08 Dennyloanhead
- H10 Kilsyth Road 2, Haggs
- H74 Garncrew Road, Haggs
- M03 Banknock North

5.6.9 Section 75 agreements securing financial contributions towards the upgrading of the M80 slip roads junctions with the A803 have already been signed for a number of sites allocated in the Falkirk Council Local Plan but not listed above. In the event of an application to modify section 75 agreements, those site's omission from this list should not be interpreted as meaning that their cumulative traffic impact at these junctions does not require mitigation or that they should not contribute proportionately towards junction upgrading.

5.6.10 The upgrading of the M80 slip roads' junctions with the A803 in Banknock and Haggs will require to be operational before any additional housing along the A803 corridor between Coneypark and Dennyloanhead is occupied, unless in discussion with the Council and Transport Scotland, it is agreed that:

- The impact of the development of the entire site on the capacity of the M80 slip roads junctions with the A803 is acceptable in the short term and a proportionate financial contribution towards the cost of the upgrading of those junctions (including physical works as well as any necessary land acquisition costs) is made: or
- The traffic impact of an initial phase of development can be accommodated without unacceptably impacting on the operating capacity of the M80 slip roads' junctions with the A803 and a proportionate financial contribution towards the cost of upgrading those junctions (including physical works as well as any necessary land acquisition costs) is made.

5.6.11 The costs of junction upgrading, including any necessary land acquisition but excluding any monies already secured for that purpose through legal agreements should be met by all parties based on an equitable sharing relative to each development's contribution to traffic generation at both junctions. The following table highlights the likely percentage contributions anticipated from the remaining sites within the LDP :-

Table 5.1 - Contribution towards overall junction cost.

LDP Ref	Capacity (1)	Percentage Contribution
H07	200	16.0%
H08	550	36.0%
H10	25	2.0%
H74	20	1.4%
M03	504	44.6%

5.6.12 Whilst it is not anticipated that the works will be undertaken by the Council, the Council is prepared to collect contributions from sites H10 and H74 and any acceptable windfall sites, which will in turn be transferred to the party or parties undertaking the works on behalf of sites H08 and M03. The details of how the works will ultimately be delivered will therefore need to have been agreed between appropriate landowners and the Council prior to any contributions being accepted for part or all of the sites H07, H08 and M03.

5.6.13 Recent traffic modelling work (largely based on the impact on the critical A803/M80 east sliproad junction) has suggested that there now appears to be scope for limited development to take place along the A803 corridor between Coneypark and Dennyloanhead prior to the upgrading of the M80 slip roads junctions with the A803. The Council is only prepared to accept this limited additional development prior to the upgrading of the junctions on the condition that proportionate contributions are made. This limited development should therefore be split equitably amongst the housing proposals indicated at paragraph 5.6.8.1 above on the following basis:

Table 5.2 - Quota of acceptable additional development.

LDP Ref	Capacity (2)	Quota of Percentage Contribution (3)
H07	200	13.1%
H08	550	47.0%
H10	25	2.4%
H74	20	1.6%
M03	504	35.9%

5.6.14 The scale of contribution for each initial phase should be calculated on a simple pro-rata basis using the permissible development quota highlighted above, the proposed maximum number of units identified for the site and the share of the overall upgrade costs identified in 5.6.11. This process is illustrated in the box below. For the purposes of the illustrative example in the box below it has been assumed that the appropriate transportation assessment modelling has identified scope for 160 new dwellings along the A803 corridor between Coneypark and Dennyloanhead. It has also been assumed that the first phase at site H08 intends to use up its full quota of permissible development i.e. 47% of 160 units.

Illustrative cost of upgrading M80 sliproad junctions with the A803:	£1,400,000
Total infrastructure liability of site H08:	£1,400,000 x 0.36 = £504,000
1st phase of site H08:	75 units
Total capacity of site H08:	550 units
Required infrastructure contribution from 1st phase:	(75 ÷ 550) x £504,000
	£68,727.27

- (1) Capacity stated is that quoted in the Falkirk Local Development Plan.
- (2) Capacity stated is that quoted in the Falkirk Local Development Plan.
- (3) The quota of spare capacity is based on each site's respective impact on the M80 J7/ A803 eastern sliproad junction.

5.6.15 A reconfigured and improved Wellpark Road will act as a principal street providing vehicular access to all parts of the South Site. This will also require significant improvements, likely to feature traffic signalisation, of the Wellpark Road / Kilsyth Road junction. Particular consideration will have to be given to how this route affects flood risk on the Doups burn

5.6.16 The two principal points of vehicular access into the North Site will be from Kilsyth Road. These will be formed via new signalised crossroad junctions in line with the existing Bog Road and Hollandbush Avenue junctions to the south. Kilsyth Road will require some widening about the junctions for separate left turn and straight/right turn lanes. Despite the widening, pedestrians will be better served with four-way signalised crossings following natural desire lines, rather than by conventional roundabout designs which deflect pedestrians from the most direct routes.

5.6.17 Within the North Site a principal street connection links between the two main access points from Kilsyth Road. From this a number of narrower residential streets branch off to serve the rest of the development, including a street linking to Braeface Road which may divert traffic through the new development site and allow for the closure of Braeface Road to through traffic further south where it crosses the dismantled railway line.

5.6.18 The proposed principal street should be designed as a 7.3 metre wide distributor road in line with the current Design Guidelines & Construction Standards for Roads in the Falkirk Council Area. The guidelines require this width to allow for and encourage potential bus access. All associated pavements should be a minimum of 2 m wide (3m for shared footway/cycleway). This will be the main street through the site, and as such the number of pedestrian/cycle connections to and across it should be maximised.

Public Transport

5.6.19 Bus stops will be located in convenient locations along Kilsyth Road, connecting directly with pedestrian desire lines, particularly those serving the village centre and community facilities. All housing should be within 400 metres (equivalent to about five minutes walk) from bus stops. More detailed investigation will be necessary at the masterplanning stage to demonstrate compliance with this.

Countryside Access & Links to the Forth & Clyde Canal

5.6.20 New recreational footpaths will be created and paths identified as Core Paths upgraded (to adoptable standards) to offer enhanced access to areas of open countryside adjacent to the new settlement edge. These will form part of the wider network of paths which cover /pass through the new development and through existing development. Links to the Forth and Clyde Canal, Antonine Wall and wider countryside are especially valued by local communities and improved connections and development of recreational path and green networks will further enhance countryside access.



5.7 Open Space & Landscape Strategy

5.7.1 This section should be read in conjunction with the Landscape / Visual Assessment & Strategy (in Appendix 2) and the Nature Conservation Strategy (Appendix 15) which have informed the following proposals and guidance.

Greenspace Network

5.7.2 Connectivity of greenspace, including the provision of quality path networks, is a key output required for meeting sustainable place-making objectives. Figure 7 highlights the Development Frameworks' proposed Greenspace Network, which facilitates access to existing greenspaces and other recreational amenities, such as the river, Forth and Clyde Canal, Antonine Wall, as well as to the wider countryside. The key components of the proposed greenspace network are:

- Strategic amenity greenspace incorporating play and recreational uses, forming a facility within the wider green network on the higher ground to the north of the former brickworks site.
- Footpath/cycleway within a greenspace corridor created along the line of the dismantled railway - continuing the existing cycle route eastwards as an 'on-road' route.
- Enhancements along the canal and river corridor to create an attractive and varied recreational experience, including widening of paths, greater number and quality of path connections, seating areas, local interpretation boards (as part of wider tourist trail).
- Greenspace corridor continuing along Doups burn (south of the A803) running to the north of the former Bankier Distillery site, incorporating a riverside park area on low-lying land north of the burn, and connecting to the river and the canal.
- New public greenspace around existing pond north of Kilsyth Road, immediately east of the Bankview Nursing Home.

5.7.3 In addition to ensuring a connected network, greenspace should also provide substantial blocks of habitat, which are of much greater benefit to local biodiversity than narrow linear strips. Good sized habitat blocks, such as those proposed in the northwest corner of the North Site and to the northwest of Doups Burn in the South Site, will be more robust, support a greater variety of wildlife and may eventually develop to resemble semi-natural habitat. See Nature Conservation Strategy (Appendix 15) for more detail.

5.7.4 The Integrated Habitat Network Study for the Falkirk Area provides a valuable tool for identifying the most beneficial areas for habitat management, enhancement and creation. The study highlights the importance of the Banknock South Site for both woodland and wetland networks and the opportunities this offers to reinforce these networks, particularly by appropriate treatment of the areas of floodplain in which development is inappropriate.

Sports, Play and Recreation

5.7.5 The recent provision of the multi-use games areas (three playzones: youth, junior and toddlerzone) within the Hollandbush Playpark, has left the village currently without a dedicated football pitch. This choice received a high level of community support and was largely funded by via external sources. The Stage 2 Community Consultation informing the Development Framework (see Appendix 12) also showed a lack of support for proposals to relocate these playzones to allow the reinstatement of a football pitch, despite the absence of suitable land (flat and level) for a similar sized football pitch elsewhere in the area.

5.7.6 However, the level of vandalism visited upon the playzones was raised as a common concern at the Community Consultation, and the need for improved protection and maintenance of these was established as a priority. The Development Framework requires that the SGA developments contribute towards this and other open space improvements via support for a Community Regeneration Trust, one of the Primary Common Infrastructure Elements as set out in 5.14

5.7.7 Development of the Bankier Sports hall on the open space to the north of Bankier Primary School has provided indoor sports facilities for both school and community use. There is the possibility that Bankier Primary School may have to use more of this open space to accommodate an expanded school playground as part of wider school expansion proposals. Any loss of open space here should be compensated for through provision of new open space as part of SGA development sites

5.7.8 Much of the formal sports provision will remain to the south of Kilsyth Road within the existing residential area, which affords relatively level conditions. Children's equipped play areas will be provided throughout the development sites to ensure high level of accessibility for all residents. The remaining open space provision is likely to meet more informal recreational needs, such as walking, jogging, dog walking, nature watching and informal play. Much of this will be contained within the proposed strategic greenspace which will wrap the higher northern edges of the site, taking advantage of the river valley views and providing connections to countryside walks. The greenspace following Doups Burn will also be of informal character, with a gradually more formal treatment as this stretches north of the proposed SUDS pond into the housing area.

Greenspace Management

5.7.9 Greenspace is a multi-functional asset offering social, environmental and economic benefits to communities. Quality greenspace needs ongoing care and management for it to remain 'fit for purpose' and deliver meaningful benefits to communities at both local and wider regional levels. Specific measures setting out the sustainable management of the greenspace network and the mechanisms for its funding and sustainable maintenance will be set out within a Greenspace Network Management Plan to accompany the detailed masterplan.

Landscape Framework

- 5.7.10** The indicative concept framework plan (Figure 6) follows the recommendations of the Landscape/Visual Assessment & Strategy (Appendix 2) in seeking to retain significant areas of existing woodland and to replace those lost by creating new woodland areas, supplemented where necessary with new structural planting, particularly along the northern slopes, to contribute to environmental quality and minimise the visual impact of development. A key element in developing the landscape framework is the intent to re-connect fragmented and self standing areas of woodland and habitat to provide a stronger framework of greenspace that offers added value for both people (amenity/path networks) and wildlife (enhanced biodiversity/connected habitat corridors).
- 5.7.11** It is inevitable that trees will be lost to allow for viable development of the SGA sites. However, outline masterplans for the sites should consider the retention of good quality trees wherever possible, outlining proposals for both tree removal and retention in an accompanying Tree Protection Plan - see advice in SG06 Trees and Development

Sustainable Drainage

- 5.7.12** SUDS elements will be integrated with the landscape framework to take advantage of habitat, amenity and biodiversity development. In conjunction with the development of the site masterplan, a Surface Water Management Plan will be produced, with surface water drainage and treatment addressed in accordance with the SEPA requirements for a SUDS management train. Every opportunity should be taken to use SUDS to create valuable wetland habitat, particularly suitable for use by amphibians.

5.8 Community Integration

- 5.8.1** Through the proposed Concept Plan good physical links with the existing housing areas have been sought as far as possible, for example, the lining up of the main entrances to the existing and proposed residential areas and the facilitation of pedestrian movement through signalised crossroad junctions. To the west, existing residential roads should be continued into the South Site to allow visual links and pedestrian/cycle access.
- 5.8.2** The sharing of services and amenities also help to promote integration between new and existing communities. By locating village centre services and businesses along Kilsyth Road (see para.5.4.3), and in a more central position than the existing parade of shops to the west, people from the existing residential area to the south will be encouraged to move into the North Site and vice versa. Integration will be dependent upon safe road crossings and quality connections and it will be important that these are delivered in the early phase of development.
- 5.8.3** Detailed masterplanning and design will require the involvement of the Police Community Liaison to ensure design solutions address best practice and meet community and property security needs promoted by 'Secure By Design' approaches along with those of securing the general public space network through improved passive surveillance.

5.9 Biodiversity

- 5.9.1** Development proposals must be accompanied by a Site Biodiversity Action Plan, prepared in conjunction with Falkirk Council's Biodiversity Officers. This Plan should seek to maintain and enhance biodiversity and to provide for the long-term management of the interest, in turn enhancing the living environment created by the development. These Action Plans should conform with the SIRR Nature Conservation Strategy - and its provisions for Great Crested Newts and Otters, and the control/eradication of Japanese Knotweed - (see Appendix 15) and follow guidance set out in SG05 Biodiversity and Development.
- 5.9.2** Aerial tree surveys should be completed prior to any planned felling, and suitable compensation made for any loss of proven or potential bat roosts. A landscape and habitat management plan for the site should also include provision of habitats suitable for foraging bats, as outlined in paragraph 3.3.6.

5.10 Drainage

- 5.10.1** Designs have been produced and tentatively agreed with the Council illustrating the extent of the drainage network approvals (see paragraph 3.5.2) and consequently on implementation, Scottish Water will accept the foul flow from the development proposals. Surface water runoff from the proposed sites will be treated using Sustainable Urban Drainage principles prior to discharge into the local watercourses to ensure that the development will have a neutral or positive impact on downstream flooding and water quality issues.
- 5.10.2** Masterplans accompanying planning applications for each site will be required to include details of proposed SUDS attenuation measures, with links to any regional SUDS provision identified.

5.11 Ground Conditions

- 5.11.1** Initial Site Investigations have revealed areas of historic land use including tip features, industrial processes and mineral extraction. A more extensive intrusive SI is currently being progressed to further inform construction method statements and design.
- 5.11.2** It is envisaged that following comprehensive site contamination, geotechnical and mineral investigations to be carried out later this year that an earthworks strategy commensurate with future development proposals will be developed and implemented to create the development platforms. Future development proposals will take cognisance of the recommendations for the investigations to secure a site layout compatible with the housing end use.

5.12. Energy Use

Low and Zero-carbon Policy Requirements

5.12.1 Policy D04 of the Falkirk Local Development Plan requires that all new buildings must achieve a minimum of 10% of the carbon dioxide emissions reduction standards (as set by the Scottish Building Standards) through the use of Low and Zero Carbon Generating Technologies (LZCGTs). The policy is in place to ensure that Falkirk Council is meeting the requirements of the Climate Change (Scotland) Act 2009. As a result, new buildings (domestic and non-domestic) are required to meet at least the 'Bronze Active' sustainability labelling as set out in Section 7 of the current Building Standards Handbook. Supplementary Guidance on Low and Zero Carbon Development will set out in more detail how the requirements of Policy D04 can be achieved.

5.12.2 Examples of technologies which would be eligible to meet terms of the policy include;

- Micro/small scale wind turbines
- Solar and Photovoltaics
- Micro-hydro
- Air, water, or ground source heat pumps
- Biomass
- Combined heat and power

5.12.3 Applications should be accompanied by an Energy Statement which includes the following:

- Calculations showing that a minimum of 10% of the reduction in carbon emissions as required by Building Standards has been achieved from LZCGT;
- Overview of proposed technologies utilised to meet the above requirement or a justification why technical on-site constraints limit the inclusion of LZCGT;
- Feasibility assessment for decentralised energy generation through combined heat and power (CHP) and district heating;
- Demonstration that the design and layout of the development seeks to minimise energy requirements through harnessing solar gain and natural shelter.

Embedded Sustainability Provision

5.12.4 This Development Framework promotes wider provision of sustainability measures within masterplanning and design by embedding best practice within site and layout design. A number of mechanisms exist to allow developers to develop appropriate design responses whilst encouraging better levels of environmental performance and adaptability. As a major, strategic growth area, the opportunity exists for exemplar development and a demonstration of best practice through sustainable design.

5.12.5 Developers will be encouraged to consider the use of the Building Research Establishment (BRE) BREEAM/EcoHomes methodology to assess performance and to bring forward innovative new measures. This should include:

- Integration of SUDS and Biodiversity - Early design integration to secure nature conservation benefits through sustainable urban drainage.
- Integration of SUDS and Climate Change - Provision of measures to reduce storm water flows with porous surface pavings; household provision of water butts; provisions for grey water recycling etc.
- Green Networks, Landscape, Gardens and Biodiversity - Ensuring greenspace, public realm and gardens support biodiversity and habitat development with native plant assemblages and good connectivity.
- Energy, Climate Change and Renewables - Ensuring buildings maximise passive solar gains, comply with, and exceed current building standards, and ensuring that other emerging best practice and opportunity is captured for exemplar and pilot schemes.
- Waste Management - Ensuring provision for neighbourhood waste management and supporting measures for recycling and composting.
- Green Materials - Ensuring building specifications and detailing have regard to environmental impacts and all material specifications are rated C or above in the BRE Green Guide to Housing Specification, unless otherwise agreed.

5.13 Infrastructure & Phasing

Background & Policy Context

5.13.1 There are a number of shared development constraints that will need to be addressed to ensure that the Banknock SGA can be successfully delivered. Appendix 2 of the LDP outlines these as follows:

- Local sewerage network at capacity, retrofit of existing surface water drains required to release capacity for foul water drainage from development sites.
- Bankier Primary School will need to be expanded to accommodate the anticipated scale of development.
- Sliproad junctions of M80J7/A803 do not have enough capacity to accommodate the anticipated scale of growth and will require upgrading.
- Upgrade to local water services infrastructure required to ensure development does not adversely affect local water pressure.

5.13.2 Appendix 2 of the LDP also sets out the scope of developer contributions that will be required to deliver these infrastructure improvements and other community facility enhancements:

- Financial contributions towards M80J7/A803 sliproad junctions, DEAR, Bankier Primary School expansion, enhancements to capacity in other catchment schools, upgrading of Hollandbush Park and other community projects required.

5.13.3 Figure 8 is an indicative phasing plan and shows the phases within which these infrastructure improvements and enhanced community facilities are likely to be provided.



 Banknock / Haggs Special Initiative for Residential-led Regeneration (SIRR)

Phasing

-  Phase 1
-  Phase 2
-  Phase 3

Indicative Phasing Plan

Phase 1:

- Town Centre
- Education
- M80 Slip Road/Junction Improvement
- A803 Pedestrian Safety Measure
- Mixed Tenure Housing
- New A803 Road Junction (North Site)
- Pedestrian Links and Play Facilities
- Landscape Framework
- SUD's & Flood Mitigation Works
- Environmental Enhancement & Mitigation

Phase 2:

- Community Facilities (Community/Health Provision)
- Mixed Tenure Housing
- New A803 Road Junction (South Side)
- Pedestrian Links & Play Facilities
- Environmental Enhancement & Mitigation
- SUD's & Flood Mitigation Work
- Landscape Framework

Phase 3:

- Mixed Tenure Housing
- Pedestrian Links and Play Facilities
- Environmental Enhancements & Mitigation
- SUD's & Flood Mitigation Works
- Landscape Framework

Figure 8
Banknock Development Framework
Indicative Phasing Plan

5.14 Developer Contributions

Scope of Infrastructure Costs

- 5.14.1** It is anticipated that the respective developers will have infrastructure costs and developer contributions which are needed to support development on their specific sites. However, the Development Framework focuses specifically on a one-off financial contribution by developers to the costs incurred for what can be termed primary common infrastructure elements as set out in the Local Plan - i.e. those that require an equitable contribution from the developers.
- 5.14.2** It is considered that the following can be considered to be primary common infrastructure elements which are necessary to allow the development to proceed and that there should be an equitable contribution to the cost of these from the respective developers within the SIRR, namely in relation to:
- Drainage and sewerage infrastructure.
 - Surface water infrastructure.
 - Transport and access, including off-site road network infrastructure.
 - Education: pre-school and primary (Bankier Primary).
 - Education: secondary level (Denny High School).
 - Provision of community facilities.
 - Establishment of a community regeneration Fund to be managed by a Community;
 - Regeneration Trust (contribution to be on a per housing unit basis to establish a fund which the community can then use to spend on regeneration projects. Defining what "regeneration" should happen within the community is a difficult task for the Development Partnership to achieve and an appropriate approach would be to provide funding to enable the community to define their own regeneration priorities, but they could for example cover open space / public realm and or leisure facility funding).

The above 7 primary common infrastructure elements are listed in more detail in Table 5.1.

Development Partners

- 5.14.3** At present there are three developers within the SGA, namely:
- Falkirk Council;
 - I & H Brown Limited; and
 - JB Bennett (Contracts) Limited.
- 5.14.4** The approach to establishing a mechanism for cost contribution needs to take into account the differences in the scale of development that each respective developer is likely to pursue and needs to take into account the fact that the overall development of the SGA will be phased. Furthermore, different developers may secure planning permission and start their developments at different times.

- 5.14.5** All development sites along the A803 corridor between Coneypark and Haggs will contribute towards cumulative traffic growth at the M80 J7/A803 slip-road junctions in Banknock and Haggs. As indicated at 5.6.11 development on all of these sites is conditional upon the agreement to pay a proportionate financial contribution towards the sliproad junction upgrades. Financial contributions from a number of sites along the A803 corridor which do not form part of the SGA have already been secured using this mechanism. There may be a need to develop a mechanism to allow financial contributions to be collected once the sliproad junctions have been upgraded to ensure that SGA development partners do not end up paying more than their fare share of the total cost.

Establishing Cost Contributions

- 5.14.6** Cost contributions for the different infrastructure elements as listed above could be established by identifying the total cost of providing the respective 'primary common infrastructure element' and dividing that cost by the amount of land allocated for development, thereby giving a contribution per hectare or by floorspace which could be applied to each separate landowner/developer. The respective cost contributions require to reflect both housing units and completed value to ensure the cost contributions are equitable. This approach could be appropriate for certain of the primary common infrastructure elements.
- 5.14.7** The approach would be reflective of the cost of servicing all development land within the ownership of each developer, irrespective of land use. This is an important point, as it would safeguard against a situation whereby a developer in the future may seek land use change, different from that as identified in the Development Framework. If the cost contribution basis was only based on numbers of housing units that could be developed, then the approach would not safeguard against a situation whereby a developer could potentially be able to negotiate non payment, if for example he sought change of use to say commercial or retail use.
- 5.14.8** Figure 9 illustrates the net development land areas on sites within the SGA with regard to each of the three Development Partners. It should be noted that the net areas exclude the primary road network and strategic areas of open space but could include local residential access roads and local amenity space. The exact net developable areas will only be finalised once masterplans are prepared to accompany future planning applications.
- 5.14.9** Therefore, as the Development Framework identifies only indicative developable areas, it is possible that these development land areas may change. However, the current estimate of development land areas and the associated % of cost contributions that each respective SIRR Development Partner would be required to meet would be as follows:

Table 5.3: Cost Contribution Shares

SIRR Development Partner	Indicative Net Development Land Area (ha)	Indicative % Cost Contribution
Falkirk Council	4.82 ha	22%
I & H Brown Limited	14.78 ha	66%
J B Bennett (Contracts) Ltd	2.78 ha	12%

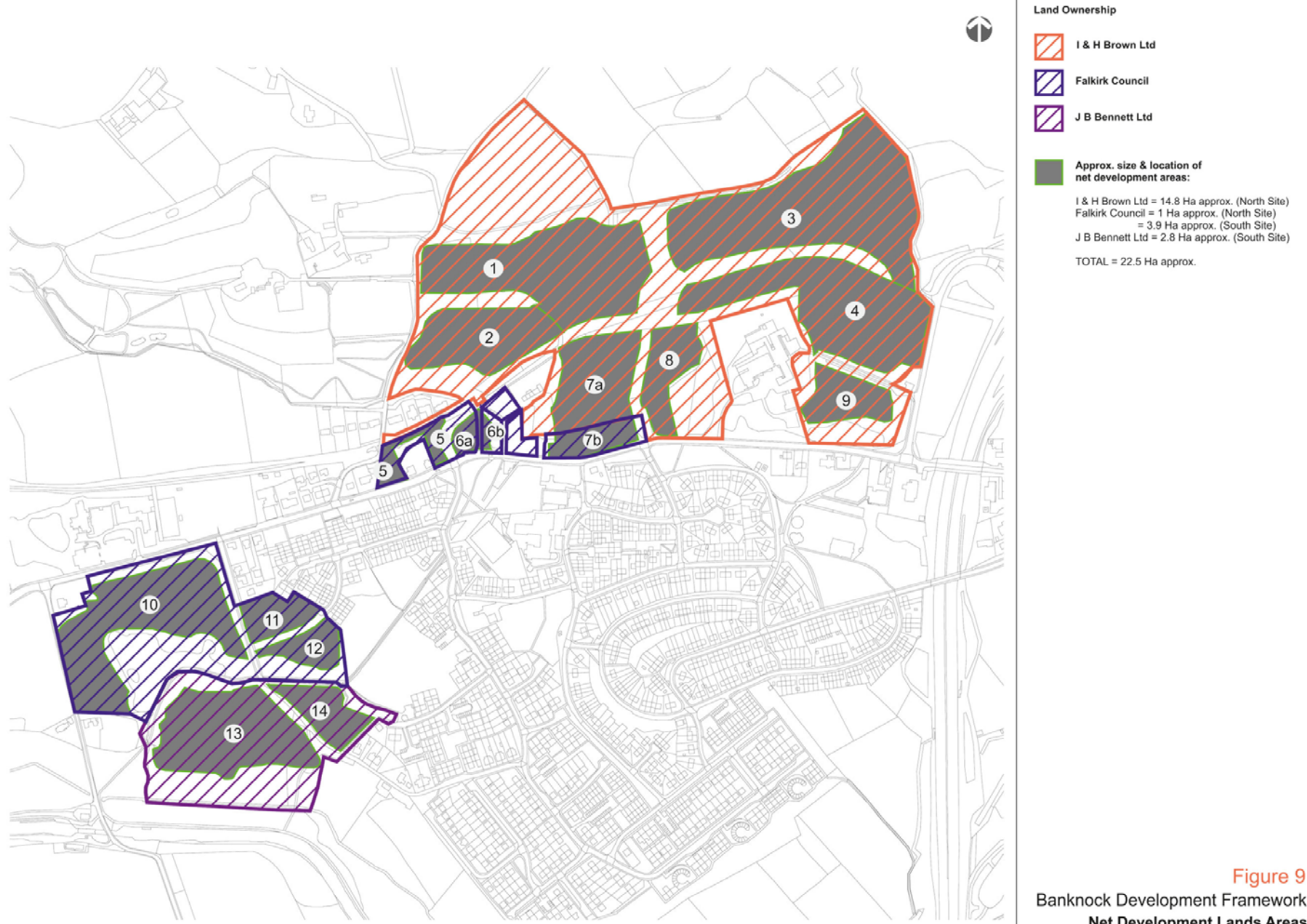


Figure 9
Banknock Development Framework
Net Development Lands Areas

Table 5.4 - Primary common infrastructure Elements addressing SIRR		Development Contribution	% Development Land	SPG Roof Levy	Contribution Other Dev Sites	Other Stakeholder Contributions	Requires Funding Agreement FC Phasing	Phasing/Delivery
(i)	Drainage/Sewage Infrastructure							
	Separation Combined Foul and Surface Drainage sufficient to create capacity	X	X					Prior to construction of first house
	Delivering Improved Drainage Capacity for Banknock	X	X					Prior to construction of first house
(ii)	Transportation & Access							
	East & West A80 Slips Junction Improvements (short term)	X	X					Linked to appropriate development phase
	East & West A80 Slips Junction Improvements (long term)	X	X		X		X	Linked to appropriate development phase
	Core Path SIRR Upgrading (as required)	X	X		X			Linked to appropriate development phase
	Pedestrian Crossing A803/Road Safety Measures	X	X					Linked to appropriate development phase
	New Banknock Gateway signs	X	X					Linked to appropriate development phase
(iii)	Surface Water Infrastructure							
	Flood alleviation for all Housing across SIRR	X	X					Linked to appropriate development phase
	Strategic SUDS/Flood-Storm capacity including below ground tanks at Bankier School	X	X				X	Linked to appropriate development phase
(iv)	Primary Education(Expanded School)							
	Extend Bankier Primary School	X	X		X		X	Linked to appropriate development phase
	Contributions to PreSchool/ Nursery Requirements	X	X		X		X	Linked to appropriate development phase
(v)	Secondary Education (SPG Levy per Unit)							
	Contributions to enhanced Secondary School Facilities	X		X	X	X	X	On occupation of each unit
(vi)	Community Facilities							
	Upgrade/or support provision of new Community Hall	X			X	X	X	Linked to appropriate development phase
	SIRR Waste Recycling Facilities (Bottles/Paper/Plastic)	X	X					Linked to appropriate development phase
	Provision of Land or contribution to new Health Facility	X	X		X	X		Linked to appropriate development phase
(vii)	Support for Community Regeneration Trust							
	Open Space/Public Realm/ Leisure Facility Funding	X		X	X	X	X	On receipt of planning permission
	Other Community Projects selected by the Community	X		X	X	X	X	On receipt of planning permission
(viii)	Upgrade of Water Supply Infrastructure							
	as outlined in the water impact assessment (appendix 11)	X	X			X		Prior to construction of first house

The timing and delivery of the items referred to as 'linked to appropriate development phase' will require to be established through the detailed masterplanning for each site. To inform the masterplanning exercises, detailed capacity studies will require to be undertaken in order to identify the appropriate trigger points for each of these contributions. The trigger points will require to be agreed with Falkirk Council and each contribution implemented appropriately within each development phase.

5.14.10 Once the net development land areas and values have been finalised through the planning application process - the respective areas or values could form the basis for establishing equitable cost contributions.

5.14.11 As illustrated in Table 5.4, it is also possible at this stage to indicate that there would be a number of ways in which cost contributions will be established over and above the approach described above. The four broad mechanisms would be:

- An equitable share based on the cost of the particular infrastructure element by the amount of land allocated for development, thereby giving a contribution per acre, floorspace, or value which could be applied to each separate landowner/developer. It can be seen from table 5.2 that this would be the main mechanism for establishing cost contributions from the SGA Development Partners.
- For some infrastructure elements the cost contribution would be by way of a roof levy or a cost per housing unit. For example, the contribution required towards Denny High School would be assessed according to SG10 Education and New Housing Development (currently £2100/house), as it relates to the collective impact of new housing across the wider Denny/Bonnybridge area.
- Cost contributions from the SGA Development Partners but with additional contributions from other developers outwith the SGA (for example with regard to off-site road junction infrastructure as explained above).
- Cost contributions from other parties (for example if a Community Regeneration Trust is established, then there would be scope for that Trust to secure funding from the SGA Development Partners but also potentially from other developers outwith the defined SGA).

5.14.12 Falkirk Council in its capacity as landowner, intends that the infrastructure commitments relating to the residential development sites currently in its ownership will transfer to purchasers/developers of the respective sites, with this arrangement reflected in the detailed terms and conditions of sale in each case.

5.14.13 Furthermore, it was recognised during the preparation of the Development Framework that there may need to be a bespoke approach to establishing certain cost contributions. For example, the details of developer contributions required to cover an expanded Bankier primary school will need to be assessed in detail to ensure it is proportionate and covers the long-term Primary and Nursery requirements for the enlarged Banknock community. It is likely that a bespoke approach will be required, rather than simply the application of pro-rata - per-house costs as outlined in SG10 Education and New Housing Development.

5.14.14 Similarly, in terms of the off-site road network infrastructure the establishment of cost contributions would be based on actual traffic impact rather than the amount of land allocated for development.

Table 5.5: Standard Planning Obligations (Direct Site/Specific Developer Costs)

NORTH SITE	
1	Remediating Mineshafts/Adits and Public Access Risks
2	Decontamination/Restoration of Brownfield Land
3	Provision of Affordable Housing
4	Junction Improvements (Kilsyth Road)
5	Open Space Provision/Greenspace Network Provision/Landscape Structure
6	Commercial/Retail Provision
7	Developing Footpath/Cycleway Links & Waymaking to Countryside and Canal
8	Enhancing Biodiversity and Supporting Favourable Conservation Status of Protected Species
9	Creation of 'Biodiversity Park' on Landfill Site
10	Improving Access/Road Safety on Braeface Road
11	Developing and Funding Site Biodiversity Action Plan Linked to Conservation Strategy
SOUTH SITE	
1	Decontamination/Restoration of Brownfield Land
2	Provision of Affordable Housing
3	Junction Improvements (Kilsyth Road)
4	Open Space Provision/Greenspace Network Provision/Landscape Structure
5	Developing Footpath/Cycleway Links & Waymaking to Countryside and Canal
6	Enhancing Biodiversity
7	Developing and Funding Site Biodiversity Action Plan Linked to Conservation Strategy
8	Improving Access/Safety on Wellpark Road

Agreement Mechanism

- 5.14.15** A well-established mechanism with which to secure agreement on developer contributions would be through an Agreement or a number of Agreements under Section 75 of the Town & Country Planning (Scotland) Act 1997. Such an Agreement can be entered into before the granting of planning permission if required and indeed such an approach would be suitable in this case.
- 5.14.16** This approach would give the respective developers an assurance that the other parties involved would be tied into a legal agreement. Importantly, the Section 75 Agreement would run with the land so should one of the parties dispose of their interest in the SGA, then the Agreement still stands and would be enforceable against successors in title.
- 5.14.17** The relevant national policy providing guidance on planning agreements is contained within Circular 3/2012. The Circular is clear in that a Section 75 Agreement is not an opportunity to obtain a benefit, financial or environmental, which is unrelated in nature, scale or kind to the proposed development.

Timing & Summary

- 5.14.18** The developer contributions for what have been defined as the 'primary common infrastructure elements' should be distinguished from other planning obligations for which the respective developers will be wholly and entirely responsible and which the Council would expect to be fulfilled as an integral part of development proposals, whether on or off site. Planning obligations specific to the individual Development Partner sites are listed in Table 5.5.
- 5.14.19** This approach seeks to ensure that the obligations for primary common infrastructure elements will be met by individual developer interests on a fair and equitable basis and in proportion to their share of the overall development land potential of their respective sites within the SGA. In addition there will be bespoke approaches to establishing contributions in relation to certain elements of infrastructure (e.g. in relation to traffic generation as explained above).
- 5.14.20** Developer contributions towards the primary common infrastructure elements should be secured by Section 75 Agreement compliant with Circular 3/2012, and should relate in scale and kind to the development proposed and should be proportionate to the deficit or additional burden arising from the impact of the proposed development of the Banknock area.
- 5.14.21** The timing of infrastructure works may be dependent upon the aggregation of resources, including where applicable, the allocation of financial contributions by the Council, in their role as one of the developers within the SGA.

- 5.14.22** Careful consideration requires to be given to:
The approach to be taken for the developer that 'goes first' in terms of implementation and build out of their respective site - scope for a mechanism whereby forward funding is 'clawed back' for developers of later phases. The Developer that develops first pays for the necessary infrastructure required upfront for the development with a claw back mechanism within a section 75 agreement for when other developments come on line.
- 5.14.23** The approach to developer contributions outlined above should be worked up into a more detailed protocol, identifying expected financial contributions and developer requirements in detail. These provisions would apply to all land within the SGA and, in the case of contributions towards sliproad junction upgrading, all development sites along the A803 corridor between Coneypark and Dennyloanhead.
- 5.14.24** Given the scale of development proposed, it is anticipated that there would also be a degree of public funding of infrastructure (e.g. school provision). However, given various public agencies who have been aware of development proposals since the Banknock and Haggs SIRR was identified in the Falkirk Council Structure Plan in 2007 and were party to the preparation of the Development Framework, it is expected that public funding will be available as appropriate to facilitate the development of the SGA.
- 5.14.25** In the approach that is set out in this report, it is important to make sure that the scale of the developer contributions does not undermine the very development that the Development Framework is seeking to promote. There is a point at which a higher rate of developer contribution will cause a decrease in the quality of development through its impact on the viability of marginally profitable development. It is well established that requirements for substantial developer contributions can have a negative impact on the pace of development and that this is usually marked in areas with relatively low land values. Whilst it is recognised that there are key infrastructure elements and other matters that will require developer contributions, it has to be remembered that there are challenging physical issues to deal with within the Banknock SGA and the key aspiration is to secure development which has public and private realms of very high quality. This is an important consideration in today's economic context and in the particular housing market conditions that prevail. It is important therefore, that the scale and nature of overall developer contributions is considered in this context and indeed that the public sector as a developer will be expected to take an important and equitable role.

5.15 Planning Requirements

5.15.1 Planning Permission in Principle Applications, with supporting masterplans should be submitted for :

- M03 Banknock North, incorporating a New Village Centre and Shared Infrastructure Improvements: and
- H07 Banknock South

5.15.2 In the event that the Council prepares a development brief for the Banknock South site and approves this as SPG, individual planning applications for separate parts of the site may be submitted so long as they conform to the development brief.

New Village Centre Masterplan

5.15.3 A new village centre masterplan should be prepared in partnership with Falkirk Council and with Banknock, Haggs and Longcroft Community Council and Bankier Primary School as key stakeholders. The masterplan should incorporate the following uses in addition to those uses outlined in paragraph 5.5.2:

- Expansion of Bankier Primary School
- Enhanced Community Centre

5.15.4 The masterplan should establish the most appropriate location for the village centre including the consideration of sites to the north and south of Kilsyth Road. The masterplan should establish the most appropriate orientation for a new high street including the consideration of a north/ south as well as an east/ west orientation. The masterplan should maximise opportunities to create a village centre which integrates existing development to the south of Kilsyth Road with new development to the north of Kilsyth Road and should pay particular attention to establishing an appropriate three dimensional spatial vision.

Environment Statement

5.15.5 Planning applications may require an Environmental Impact Assessment (EIA) pending on the likely significance of environmental effects of each individual development proposal (as well as cumulative impacts). The EIA, if required, will require to include an Environmental Statement addressing all issues set out in the EIA Screening and Scoping response issued by Falkirk Council. It is also anticipated that should EIA not be required an environmental report should be completed to accompany development proposals setting out likely impacts and mitigation proposals.

Design Statement

5.15.6 Planning applications and detailed masterplan proposals must be supported by a Design Statement. Design Statements support quality places both by ensuring place-quality is at the centre of planning, design and procurement and that place-making objectives are clear and transparent from the outset. Design Statements must comply with Falkirk Council's Design Statement SPG, with PAN 68 and all other relevant policy and advice, including detail on the following:

- Design principles in terms of layout, density, scale, accessibility, safety and security, landscape and visual; qualities and architecture and public realm quality and aesthetics;
- How detailed design principles have been developed into the site and neighbourhood specific design responses that are appropriate and sensitive to the site context.

Transport Assessment

5.15.7 A transport assessment must accompany the outline planning/planning permission in principle applications for each site. Transport Assessments will be required to assess the cumulative impact of the SIRR on the trunk road network.

Landscape/Visual Assessment

5.15.8 Each site masterplan must be informed/accompanied by a Landscape/Visual Impact Assessment. This must be prepared in accordance with the Guidelines for Landscape and Visual Impact Assessment (Landscape Institute & Institute of Environmental Management & Assessment, 2002).

Biodiversity Requirements

5.15.9 Planning applications must be accompanied by a Site Biodiversity Action Plan, which conforms to the principles of the Banknock and Haggs SIRR Conservation Strategy (Appendix 15) including the Great Crested Newt Mitigation Strategy annex. Site Biodiversity Action Plans should be prepared in conjunction with Falkirk Council's Biodiversity Officers and follow guidance set out in SG05 Biodiversity and Development.

Sustainable Drainage Strategy

5.15.10 Masterplans accompanying planning applications for each site will be required to include details of proposed SUDS attenuation measures, with links to any regional SUDS provision identified. Planning applications should be accompanied by a Drainage Impact Assessment.

Energy Statement

5.15.11 An Energy Statement which demonstrates compliance with this policy D04 "Low and Zero Carbon Development" of the LDP should be submitted with any planning application. The Energy Statement should also include an assessment of the potential for decentralised energy generation with heat recycling schemes (combined heat and power and district heating). Should proposals not include LZCGT, the Energy Statement must set out the technical or practical constraints which limit the application of LZCGT.





Falkirk Council

**Banknock & Haggs SIRR
Development Framework**

1st Alteration

Supplementary
Planning Guidance
January 2015