



Agenda Item 9

**Finalised Development Framework for
the Maddiston East Strategic
Growth Area**

Falkirk Council

Title: Finalised Development Framework for the Maddiston East Strategic Growth Area
Meeting: Executive
Date: 29 November 2016
Submitted By: Director of Development Services

1. Purpose of Report

- 1.1 The purpose of the report is to present the Finalised Maddiston East Development Framework for approval.

2. Recommendation

The Executive is invited to adopt the finalised Maddiston East Development Framework as Supplementary Planning Guidance.

3. Background

- 3.1 On 17 May 2016 the Executive approved the Draft Maddiston East Development Framework for the purposes of public consultation.
- 3.2 The Falkirk Local Development Plan (LDP) identifies Maddiston East as one of 12 Strategic Growth Areas (SGA) which are to provide the focus for residential growth in the Falkirk Council area over the period of the LDP. The LDP requires a co-ordinated approach to bringing this SGA forward, particularly with regard to access provision. A Development Framework was prepared which will enable a suitable access strategy to be brought forward, as well as setting out requirements for green and physical infrastructure.
- 3.3 The document is intended to provide guidance for landowners and developers on planning, design and infrastructure requirements, whether sites are brought forward on an individual basis, or collectively. Following on from public consultation, a Finalised Development Framework has now been prepared (attached as Appendix 1).
- 3.4 The Maddiston East SGA comprises 6 development sites. Parkhall Farm 1 (H43) is soon to be completed. The Development Framework covers the remaining 5 sites (H44-H48) which will generate an additional 280 units, as follows:

Ref.	Site Name	Site Size (ha)	Housing Capacity
H44	Parkhall Farm 2	4.3	40
H45	Parkhall Farm 3	7.7	80
H46	Parkhall Farm 4	1.1	20
H47	The Haining	3.6	20
H48	Toravon Farm	6.6	120

4. Considerations

Development Framework Content

- 4.1 After an introduction in Section 1, Section 2 sets out the key assets and constraints of the Development Framework area.
- 4.2 Section 3 addresses the strategic requirements which the sites collectively are expected to deliver, under the headings of:
- Overall Vision
 - Green Network and Open Space
 - Strategic Access
 - Flooding and Drainage
 - Contributions to Education and Community Facilities
 - Affordable Housing
- 4.3. Section 4 provides detailed guidance for each of the individual sites.

Strategic Access

- 4.4 Arriving at a preferred access option is one of the key issues for the Development Framework. The Consultative Draft document draft set out four access options which were subject to public consultation. The four options were:
- Option 1: Connecting Glendevon Drive to Vellore Road (including three possible route variants);
 - Option 2: Connecting Glendevon Drive to site H45(N)/H47 with link to Nicolton Road;
 - Option 3: Connecting Glendevon Drive to site H45(N)/H47 with link to A801; and
 - Option 4: No connecting vehicular route (sites accessed largely on an individual basis)
- 4.5 The preferred access option in the Finalised Development Framework is Option 4 (as shown in Map 6 of the Development Framework). Sites would generally be accessed via their own independent access road (with the exception of H47, which would be accessed by means of a continuation of the H45 access route). Site H44 would be accessed off a continuation of Glendevon Drive. H45 - H48 would be accessed off Vellore Road. There would be no vehicular connection between Glendevon Drive and Vellore Road, nor any wider connection of Glendevon Drive to the A801 or Nicolton Road. Some issues with Vellore Road will need to be addressed as part of applications for H45-H48, including the capacity of the junction with Main Street, localised widening, and footway provision. The Finalised Development Framework also clarifies the current and future status of the Parkhall Farm Road.
- 4.6 Section 3.3 of the Finalised Development Framework sets out the detailed reasoning for the choice of option. To summarise, it is considered that this is the most practical and deliverable option. This option is a good fit with the Falkirk LDP in that it does not require additional land outwith the envelope of the Development Framework sites. It is also considered to be the best option in terms of overall development viability and cost-effectiveness in relation to the level of development allocated in the LDP.

- 4.7 The preferred option does not fully accord with Designing Streets in relation to vehicular connectivity and permeability. However, pedestrian/cycle connectivity can be secured, with good linkages into the core path network in the area. The Finalised Development Framework sets out requirements for such linkages, and contributions to the upgrading of existing paths.

Other Changes to the Consultative Draft

- 4.8 Apart from changes to reflect the preferred access option, other more minor changes to the Consultative Draft Development Framework may be summarised as follows:
- Insertion of additional paragraph (3.3.13) highlighting potential for Parkhall Farm Road to form emergency access to serve H44 and potentially H45(N). This is reflected in Section 4: Site Requirements for H44 and H45(N);
 - Clarification of 2m footway requirements along Vellore Road in the form of additional paragraph 3.3.11;
 - Amendment and clarification of requirements for developer contributions to upgrading of the core path network ;
 - Providing clearer requirements on integrating pedestrian/cycle linkages into site layouts;
 - Acknowledging ownership constraints in relation to the future management of areas of woodland to the east of the Development Framework area.
 - Amending site requirements in terms of additional planting along the eastern boundary of site H45(S) to address privacy and amenity concerns from the owner of South Lodge;
 - Amending site requirements for site H45(S) in relation to Vellore Road frontage treatment;
 - Making reference to Health and Safety Executive guidance in relation to development in the vicinity of overhead power lines;
 - Amend references to protecting species, and the treatment of the burn corridor in response to SNH comments;
 - Updating guidance regarding pre-application requirements for Scottish Water in relation to drainage.
 - Removal of requirement for on-site provision of play areas to the north and south of Vellore Road. This is to reflect changes to play space accessibility standards set out in the Falkirk Council Open Space Strategy, now adopted.

5. Consultation

- 5.1 The document was approved for consultation by the Executive on 17 May 2016. Following on from this, a six-week public consultation period was programmed to run from 6 June until 18 July 2016.
- 5.2 The document was published on the Council's website, and an advert was placed in the Falkirk Herald. The consultation process was also publicised on social media and through posters which the Community Council assisted on placing at key locations within the village. Residents within 30 metres of the Development Framework boundary were also notified directly by letter.
- 5.3 A meeting with Maddiston Community Council was held on Thursday 2 June 2016. Council officers gave a presentation, and there was opportunity for questions and discussion. A public drop-in session was held on Monday 27

June 2016 between 2 – 8 p.m. at Maddiston Community Centre. The total attendance was 32.

5.4 The breakdown of responses received is as follows:

- 12 responses from local residents and the public. These were received via comments forms and letters, as well as by email.
- 1 response from Maddiston Community Council
- 8 responses from local landowners (both within the site and for nearby sites) and parties with an interest in the development framework sites.
- 6 responses from key agencies and infrastructure providers

5.5 Local residents were concerned with a number of issues including:

- Infrastructure capacity in terms of community facilities and open space, road network and drainage/utilities and healthcare. Public transport services were also an issue. There was a significant concern regarding congestion on the B805, the Vellore Road junction and congestion around Maddiston Primary School at peak times. Road safety was a critical issue, and there was concern that any link to the A801 could be used as a 'rat-run'.
- A number of residents objected to the principle of the allocated LDP sites, citing the level of development having taken place over the last 10 years.
- The local residents that commented specifically on the strategic access options (around 4 responses out of 12) were looking to resist a link to the A801. The concerns were mainly around road safety at Glendevon Drive and the primary school.

5.6 Landowners and developers that commented highlighted a number of issues regarding deliverability of each of the individual 5 sites in the development framework area. These issues related to land-ownership, drainage, flooding, and access. The land ownership situation remains complex across the Development Framework area.

5.7 Comments from agencies and infrastructure providers mainly related to technical matters including referencing current best practice guidance, and further information on the additional assessment which would be required for future planning applications. They did not specifically comment on strategic access options, aside from SNH who raised concerns about the route of a potential link to the A801 on the basis of safeguarding natural heritage in and around the Haining. They also recommended that the Manuel Burn corridor should not be breached by further road crossings.

6. Implications

Financial

6.1 In taking forward the Development Framework, financial contributions will be expected from developers in line with LDP policies and Scottish Government Circular 3/2012.

Resources

6.2 None.

Legal

6.3 None.

Risk

6.4 None.

Equalities

6.5 None.

Sustainability/Environmental Impact

- 6.6 The Environmental Assessment (Scotland) Act 2005 requires that plans, programmes and strategies are screened for the requirement for Strategic Environmental Assessment (SEA) under the Act. All of the sites identified in the Development Framework have previously been subject to environmental assessment as part of the Local Development Plan SEA process, with significant environmental effects identified and mitigation and enhancement measures put in place within relevant proposals.
- 6.7 A screening request was submitted to the SEA gateway which concluded that there would not be significant environmental effects from the proposed housing developments. The relevant consultation authorities have confirmed that the proposed Development Framework is not required to be subject to SEA at this stage.

7. Conclusions

- 7.1 When adopted by the Council, the Maddiston East Development Framework will provide clarity to developers, landowners and the community on the factors to be taken into account when bringing forward development sites on an individual basis, and will set out what developers are expected to deliver. Crucially, the document sets out the Council's preferred access option to serve the sites, which is shown on Map 6 of the Finalised Development Framework.

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Date: 16 November 2016

Appendices

Appendix 1 Finalised Maddiston East Development Framework

Appendix 2 Summary of comments received and proposed Council response

List of Background Papers:

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act 1973:

Responses to the Draft Maddiston East Development Framework.

APPENDIX 1

MADDISTON EAST STRATEGIC GROWTH AREA FINALISED DEVELOPMENT FRAMEWORK

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APPENDIX Relevant Planning Policy

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- Map 5: Development Framework Plan**
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1 INTRODUCTION

1.1 PURPOSE OF THE DEVELOPMENT FRAMEWORK

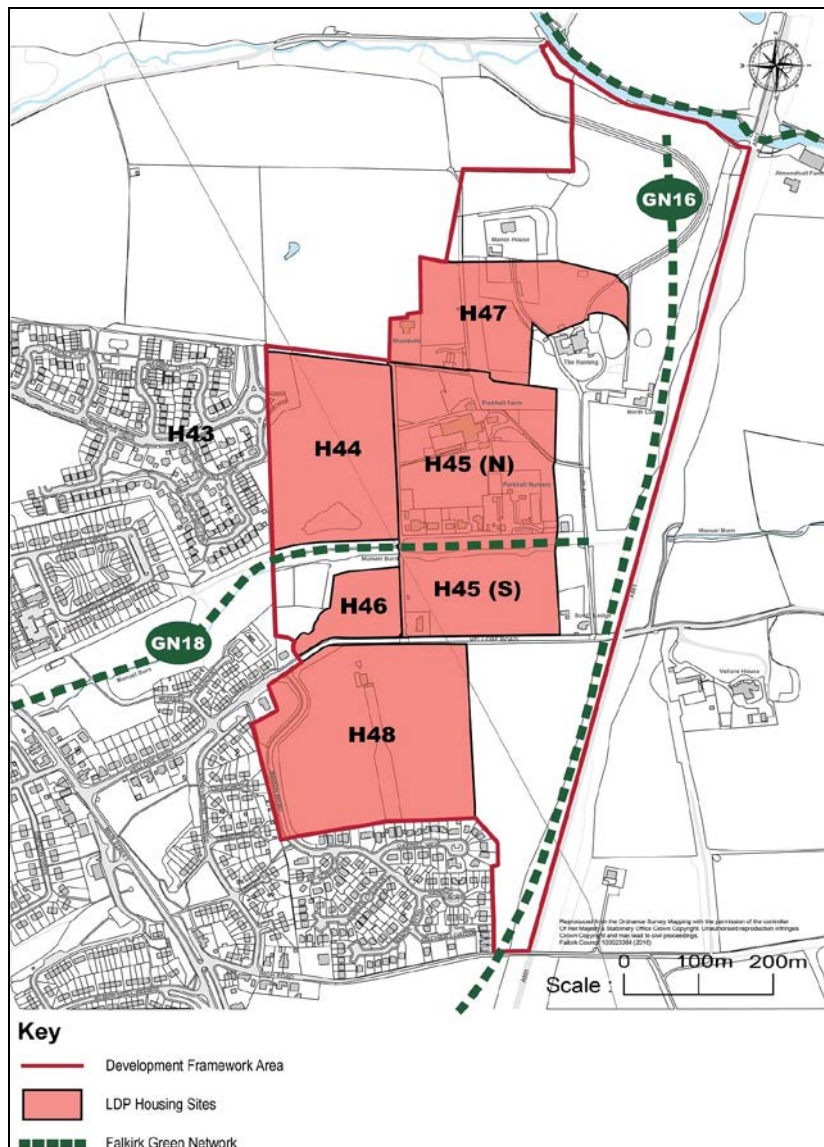
- 1.1.1 The Falkirk Local Development Plan (LDP), adopted in July 2015, identifies Maddiston East as one of 12 Strategic Growth Areas (SGA) which are to provide the focus for residential growth in the Falkirk Council over the plan period. The LDP states that, within the SGAs, “the preparation of development frameworks, masterplans and briefs, as appropriate, and the co-ordination of social and physical infrastructure provision, will be a particular priority” (Policy HSG01).
- 1.1.2 The purpose of this Development Framework is to set out how the remaining residential sites which form part of the Maddiston East SGA should be developed so as to provide a cohesive and sustainable extension to the village, which properly addresses the various environmental and infrastructure constraints affecting the area. The Development Framework is intended to provide guidance for landowners and developers on planning, design and infrastructure requirements, whether sites are brought forward on an individual basis, or collectively. It is not intended to be overly prescriptive in terms of individual site layouts, but aims to identify the key factors developers are expected to consider when working up detailed proposals.
- 1.1.3 A Consultative Draft Development Framework was produced in June 2016 and was consulted upon for a six-week period. The responses received as part of this process have informed the preparation of the Development Framework.

1.2 THE DEVELOPMENT FRAMEWORK AREA

- 1.2.1 Maddiston is a village within the south eastern part of the Falkirk Council area with a population of about 3,100. It originated as a small mining community, but expanded rapidly in the post-war period, resulting in coalescence with other Braes villages. Further private housing growth has taken place over the last 25 years, most recently at Parkhall Farm (site H43) in conjunction with the development of a new primary school.
- 1.2.2 The Maddiston East SGA provides for further eastern growth of the village, towards the A801, encompassing further land at Parkhall Farm (sites H44-H46) and the Haining, to the north of Vellore Road, and at Toravon Farm, to the south of Vellore Road. The Development Framework encompasses these additional sites, providing for approximately 280 additional homes, together with additional land up to the A801 which provides opportunities for green network enhancement (See Map 1).
- 1.2.3 Notwithstanding the construction of the new primary school, access to local services and the improvement of service provision is a theme which emerged strongly from the community during the LDP process, and which will need to be addressed in the new development.

1.3 POLICY CONTEXT

- 1.3.1 The LDP identifies six sites which make up the East Maddiston SGA. These are listed below, and shown on Map 1.



MAP 1: Development Framework Area

Ref.	Site Name	Site Size (ha)	Housing Capacity
H43	Parkhall Farm 1	13	239
H44	Parkhall Farm 2	4.3	40
H45	Parkhall Farm 3	7.7	80
H46	Parkhall Farm 4	1.1	20
H47	The Haining	3.6	20*
H48	Toravon Farm	6.6	120

*The capacity for the Haining (H47) may be restricted once root protection zones and developable areas are identified through a tree survey.

- 1.3.2 Parkhall Farm 1 (H43), which was originally allocated in the previous Local Plan, is substantially complete and, although not included in the Development Framework, is relevant to the Development Framework in terms of how it connects to the new sites. Toravon Farm (H48) has been carried forward from the previous Local Plan. Parkhall Farm 4 (H46) has already been granted detailed planning permission.
- 1.3.3 Broad guidance for each of the SGAs is included in Appendix 2 of the LDP, including information on land use, design, placemaking, green network, constraints and developer contributions. This guidance underpins the Development Framework.
- 1.3.4 Two green network opportunities identified in the LDP have relevance to the SGA (Map 1). Development will be expected to assist in the delivery of these opportunities, as specified in the Development Framework.

Ref.	Opportunity
GN16	Lower Braes Southern Fringes
GN18	Polmont Open Space Corridors

- 1.3.5 A number of general LDP policies are relevant to the proposals at Maddiston East and also inform the Development Framework. These are listed in an appendix to this document.
- 1.3.6 Falkirk Council has produced a suite of Supplementary Guidance which forms a part of the Development Plan. The most relevant SGs are:
- SG02: Neighbourhood Design
 - SG05: Biodiversity and Development
 - SG06: Trees and Development
 - SG08: Local Nature Conservation and Geodiversity Sites
 - SG09: Landscape Character and Landscape Designations
 - SG10: Education and New Housing Development
 - SG12: Affordable Housing
 - SG13: Open Space and New Development
 - SG15: Low and Zero Carbon Development

1.4 PLACEMAKING AND DESIGNING STREETS

- 1.4.1 *'Creating Places: A Policy Statement on Architecture and Place for Scotland'* was published in 2013 and sets out the Scottish Government position on architecture and place, and its links with the planning system.
- 1.4.2 *'Designing Streets'* supports *'Creating Places'* and is the first policy statement in Scotland for street design. Designing Streets marks a change in emphasis towards placemaking and connectivity, seeking to reduce the dominance of motor vehicles within development sites, and redress the balance in favour of pedestrians and cyclists. The Scottish Government's policy on placemaking, as set out within Scottish Planning Policy, identifies six key qualities of successful places as identified below.
- 1.4.3 The Council's Supplementary Guidance SG02 on 'Neighbourhood Design' provides guidance on implementing 'Designing Streets' within the Falkirk Council area, including good practice examples from within the area.
- 1.4.4 Development within the Maddiston East SGA will be expected to address the requirements of Designing Streets and SG02. Applications for individual sites within the Development Framework area will be expected to include a Design Statement including an audit of the design against the six qualities of successful places.

Six Qualities of Successful Places	Examples from Designing Streets
Distinctive	<ul style="list-style-type: none"> Block structure with legible urban form and distinctive landmarks and features within the urban realm Reflect local context in terms of historic reference points and use of local materials and layouts
Safe and pleasant	<ul style="list-style-type: none"> The street hierarchy should prioritise pedestrians and cyclists, resulting in decreased dominance of motor vehicles. The design and layout should reduce vehicle speeds. Consider use of street markings, lighting and street furniture and reduce clutter
Easy to move around	<ul style="list-style-type: none"> Design should provide good connectivity for all modes of transport within the site. Consider public transport connections early in design process Junctions should be designed to prioritise the needs of pedestrians first
Welcoming	<ul style="list-style-type: none"> Development should be walkable and with good connections to local amenities. The development should consider how public realm will create nodes where social interaction will take place.
Adaptable	<ul style="list-style-type: none"> Connections to wider area should be considered in the early stages of the design process. Parking and emergency access should not be a dominant feature and should be incorporated imaginatively .
Resource efficient	<ul style="list-style-type: none"> Consider orientation of buildings to maximise solar gain Incorporate SUDS and drainage into the overall design in order to integrate well into the streetscape and provide additional environmental and landscape benefits. Materials should be sustainable and be of a high standard. Consider how utilities will be incorporated without compromising satisfactory layout

2 SITE CHARACTER, ASSETS AND CONSTRAINTS

2.1 GENERAL

2.1.1 The area covered by the Development Framework consists of three broad parts:

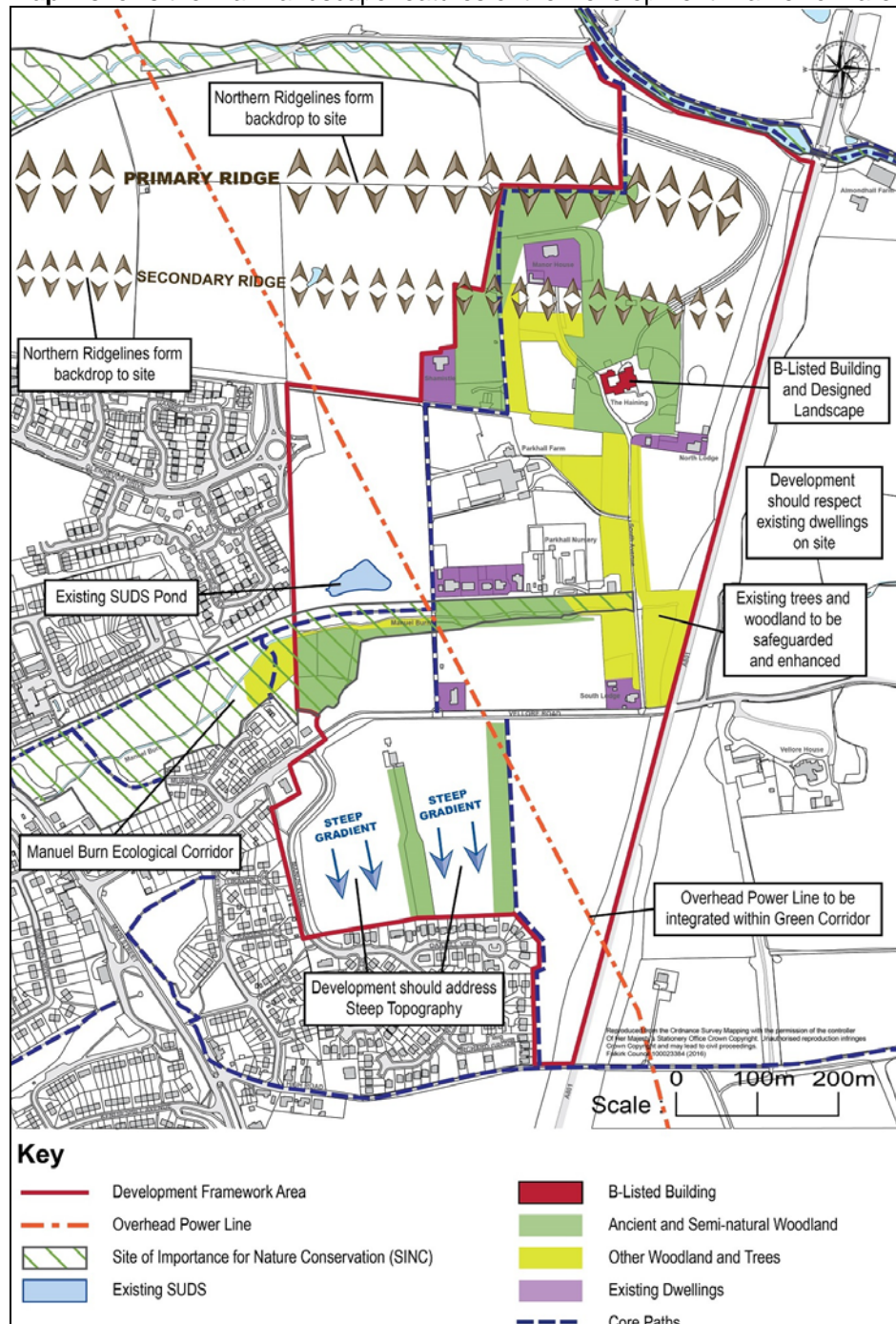
2.1.2 **Parkhall Farm (H44-H46)** – an area of mainly residual agricultural land, bounded to the west by the recent residential development, to the east by woodland, and to the south by Vellore Road. It is divided into four quadrants by the east-west Manuel Burn, and the north-south farm access track leading to the farm steading. The north east part contains the now derelict Parkhall steading, together with a row of dwellinghouses and a disused plant nursery along the north side of the burn. The north west part contains the SUDS (Sustainable Urban Drainage Systems) pond serving the existing Parkhall development. An 275KV overhead powerline cuts diagonally across the site. There are also overhead 11kv lines which cross the site.

2.1.3 **The Haining (H47)** – an area of policy woodland, with clearings, lying to the north of Parkhall Farm, and associated with the former Parkhall House (now the Haining care home). An 11KV overhead line crosses the site.

2.1.4 **Toravon Farm (H48)** – an area of agricultural land bounded to the north by Vellore Road, to the south and east by existing residential development. The north-east corner of the site is crossed by the 275KW power line, and a smaller 11kv powerline also crosses the site.

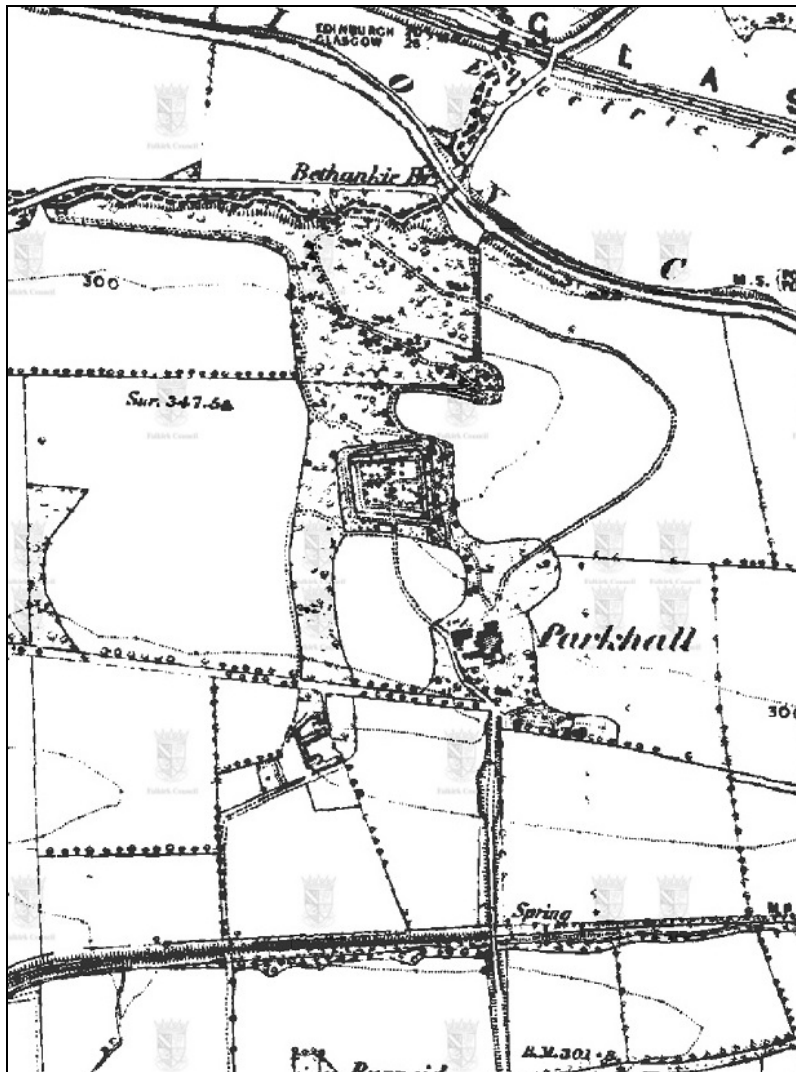
2.2 LANDSCAPE

2.2.1 **Map 2** shows the main landscape features of the Development Framework area.



MAP 2: Site Character, Assets and Constraints

- 2.2.2 In terms of topography, the double east-west ridgeline to the north provides a backdrop and containment to the Development Framework Area. The Parkhall Farm area is relatively flat, whilst the Haining site rises up relatively steeply to the ridgeline. The Toravon Farm land is relatively flat adjacent to Vellore Road, but then rises steeply to a further relatively level area to the south. Gradients on both the Toravon and Haining sites are likely to present challenges to development.
- 2.2.3 The corridor of the Manuel Burn is a key landscape feature and habitat corridor, the southern bank of which is well vegetated. Riparian trees to the west of the Parkhall Farm access track are identified in the SNH's Inventory of Ancient and Semi-Natural Woodland. The northern bank is the route of an old railway line, the western part of which is a core path
- 2.2.4 Extensive woodland along the eastern edge of the Parkhall site, at the Haining, and along the Manuel Burn is perhaps the key landscape asset of the Development Framework area, providing landscape structure, further containment and a potentially attractive setting for development. Map 3 dates from 1843 and shows the historic Parkhall Estate and its designed landscape, including the original policy woodland associated with the Haining which is now identified in the Inventory of Ancient and Semi-Natural Woodland. There are also individual trees located within the Development Framework area, including mature trees forming part of hedgerows which run north-south through the Toravon site, and are also included in the Inventory.



MAP 3: Historic map of Parkhall estate

- 2.2.5 In terms of man-made elements of the landscape, the key elements are the derelict Parkhall Farm steading, the row of houses between the farm steading and the burn, and individual dwellinghouses on the Vellore Road adjacent to the Parkhall Farm track ('Parklea'), South Lodge, adjacent to H45(S) and in the vicinity of the Haining 'Shamistle', and the Manor House which sits within the old walled garden). An overhead power line traverses the site from north-west to south-east
- 2.2.6 The area falls within Landscape Character Unit 5(i) Manuel Farmlands as identified in 'SG09 *Landscape Character Assessment and Landscape Designations*'. SG09 identifies expansion of Maddiston/Polmont as a likely future force for change in the landscape. The guidelines for this LCU are to ensure that the loss of woodland is minimised, that new infrastructure and large-scale housing is sensitively designed and that proposals are subject to Landscape and Visual Impact Assessment. The SG identifies key sensitivities as being visibility of development on higher ground and loss of defining landscape elements such as tree belts, field boundaries, woodland and stone walls.

2.3 ECOLOGY

- 2.3.1 The two key habitats within the area are the corridor of the Manuel Burn, which is designated as a Site of Importance for Nature Conservation (SINC), and the woodland, much of which, as noted above, is classified as ancient and semi natural woodland. The designations are shown on Map 2. These features are an important part of the wider green network. Development has potential for both direct and indirect impacts on ecology. Direct impacts relate to loss of habitat. Indirect impacts can include:
- increased disturbance from new population, traffic etc;
 - impact of localised air quality issues;
 - fragmentation or isolation of habitats and green corridors;
- 2.3.2 The Development Framework will seek the retention, protection and enhancement of the key habitats, where possible, including the maintenance of appropriate buffers to features, and bringing woodland under management.
- 2.3.3 The site provides potential habitat for certain legally protected species (both at European and national level) such as badgers, bats and great crested newts. An extended Phase 1 habitat survey would be required to confirm the presence of any such species. Development involving felling of trees or established hedgerows, along with removal of vacant and derelict buildings or structures would require a through bat survey. There may be the potential for Great Crested Newts around standing bodies of water such as the SUDS pond. There is also the potential for badger activity in and around woodland and field edges. Other Local Biodiversity Action Plan (LBAP) species may also be present in and around the site.

2.4 HISTORIC ENVIRONMENT

- 2.4.1 The Haining is a Category B-Listed building and lies adjacent to the Development Framework area. Development within site H47 in particular has the potential to have an impact on its setting.
- 2.4.2 The Haining is identified as a non-inventory designed landscape in SG09 'Landscape Character Assessment and Landscape Designations.' Although there is no boundary specified for the designed landscape, it comprises elements such as the policy woodland, access drives and the walled garden, which lie in or adjacent to the Development Framework Area, and will be potentially affected by development. The form and extent of the designed landscape is evident in the historic plan in Map 3. In addition to LDP Policy D09 relating to listed buildings, proposals with potential impacts on non-inventory designed landscapes will be assessed against Policy D12 of the Falkirk LDP which states that they will be given due weight in the planning process, having regard to their historical significance, integrity and condition. In terms of impacts on the Haining and its landscape setting, SG09 sets out detailed guidelines on how to assess this.

2.4.3 Factors which will require consideration include:

- protection and enhancement of original remaining features of the designed landscape;
- assessment of setting including key views/vistas to and from the Haining;
- demonstrating that the overall design solution integrates successfully with the designed landscape; and
- evidence of a long-term management plan.

2.4.4 A Heritage Impact Assessment (reflecting the findings of, but separate from, any landscape and visual impact assessment) may be appropriate in particular for development within the Haining (H47.)

2.5 VEHICULAR ACCESS

2.5.1 Currently, the Parkhall Farm steading, the nursery and adjacent properties, are served via a farm access track from Vellore Road. The Haining, North Lodge and South Lodge are served via South Avenue, a separate private road from Vellore Road.

2.5.2 Glendevon Drive, which is the main access road through the Parkhall Farm 1 development, terminates at a roundabout on the western edge of site H44. However, the road is currently a cul-de-sac, and the National Roads and Development Guide and Designing Streets encourages networks which are connected and permeable.

2.5.3 Toravon Farm currently has a field access from Vellore Road. The access road to the Toravon Manor development to the south passes along the western edge of the H48 and could potentially provide access to the southern, more elevated part of H48.

2.5.4 There are localised pressures within the existing road network, in particular affecting the B805 junction with Vellore Road, and the road network around Maddiston Primary School at peak times.

2.6 CORE PATH NETWORK

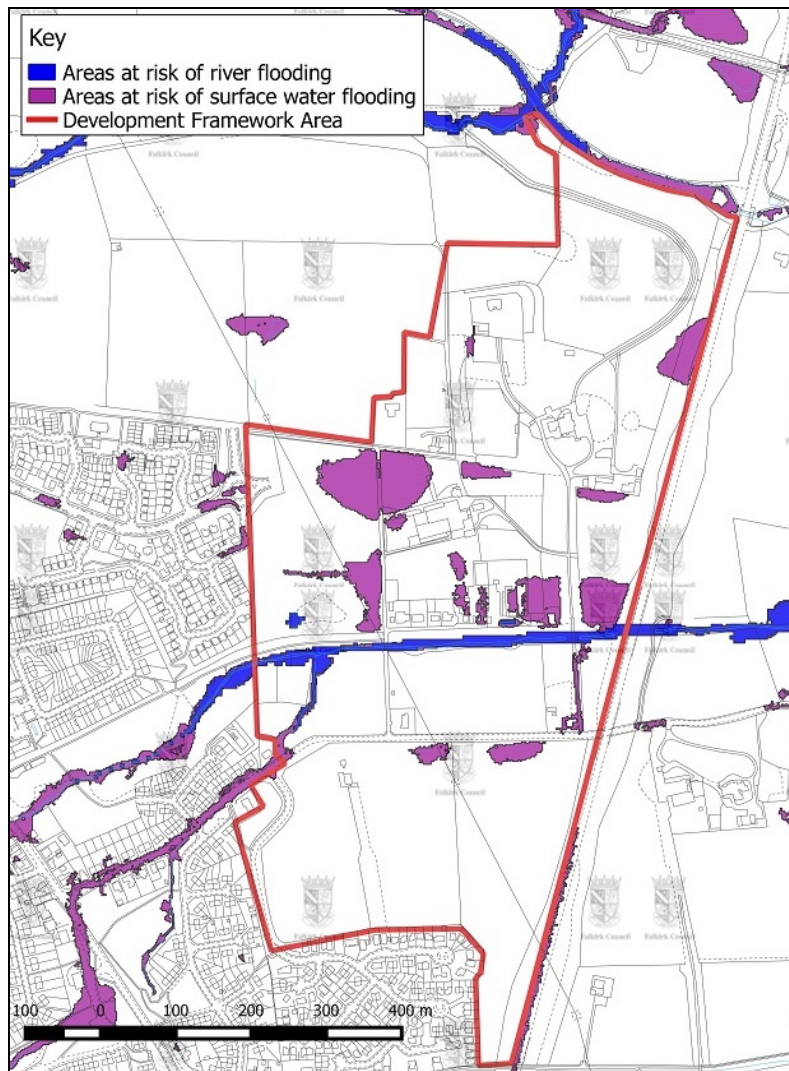
2.6.1 The Development Framework area contains three paths which are an important part of the local access network, and require to be safeguarded and enhanced where necessary as part of new development. These are shown on Map 2.

- (a) Core Path 020/765 Manuel Burn, which connects from the Parkhall Farm track westwards toward Valley Park and the Main Road
- (b) Core Path 020/809 Parkhall Farm, which follows the Parkhall Farm track from Vellore Road northwards, through the Haining site and on towards the Union Canal
- (c) Right of way east of Toravon Farm, which connects Vellore Road to Maddiston High Road

2.7 FLOODING, DRAINAGE AND WATER SUPPLY

2.7.1 The area drains towards the Manuel Burn. The Parkhall Farm 2 site (H44) contains the SUDS serving Parkhall Farm 1 (H43). Further assessment will be required as to whether this SUDS can service further development.

2.7.2 Map 4 shows the current areas which are at risk of flooding from rivers and surface water flooding. Sites within the Development Framework area are likely to require a Flood Risk Assessment.



MAP 4: Flood Risk

- 2.7.3 Scottish Water have confirmed that there is sufficient capacity in the Kinneil Kerse Waste Water Treatment Works to serve this development. However, they have confirmed that there is an issue with hydraulic incapacity of the drainage network in specific locations in the Maddiston, Brightons and Polmont areas which has resulted in some localised flooding incidents. Recent investigations into the performance of the drainage network in this area, through principally site surveys and computer network modelling (or drainage area plan (DAP) analysis) confirm a lack of capacity in the drainage system. This manifests itself in the historical flooding incidents experienced in this area as the combined foul and surface water sewers are hydraulically surcharged under certain rainfall storm conditions. As well as Scottish Water infrastructure, the capacity of the road drainage and surface water culverts in the area are also contributory factors.
- 2.7.4 Scottish Water and Falkirk Council have undertaken an Integrated Catchment Study (ICS) encompassing the Forth Estuary catchments of Grangemouth and surrounding areas. A key objective of this study has been the assessment and identification of all flood risks to the catchment whether these be drainage infrastructure, watercourse or coastal related by the creation of integrated models and to develop appropriate solutions for reducing the identified risks. This information provides context to the issues of surcharging mentioned above.

- 2.7.5 In terms of water supply, Scottish Water have confirmed that there is sufficient capacity in the Balmore Water Treatment Works to serve this development. However to determine network capacity, developers will be required to carry out a Flow and Pressure test (F&P) which will have an understanding of the impact the development has on the network. The results of the test will also highlight if any network mitigation works are required.

2.8 COMMUNITY INFRASTRUCTURE

Primary Education

- 2.8.1 Maddiston Primary School is located within the village centre close to the Development Framework area. The 2016 school roll projections suggest that the school will be operating at above capacity and a commitment has been made to provide a school extension within the curtilage of the existing school. This extension will allow the Maddiston East SGA sites to progress. Developer contributions from the sites will be required.
- 2.8.2 St Andrews Primary School is the local RC school serving the Maddiston area. The school is operating at close to capacity, but is considered to be able to accommodate pupils generated from the Maddiston East SGA sites.

Secondary Education

- 2.8.3 Braes High School is located in Brightons. 2016 roll projections indicate it will approach full occupancy by the mid 2020's. At present, it is likely that investment in additional capacity will be required to meet the additional demand from new housing between now and then, including the growth in Maddiston.
- 2.8.4 St Mungos is the RC secondary school serving the Maddiston area. There is likely to be additional pressure from years 2019/2020 in terms of capacity and developer contributions will be required.

Community Facilities

- 2.8.5 The main community facility within the village is Maddiston Community Centre. This accommodates a variety of groups including a café, early years groups, job clubs, and health promotion. There are also other facilities including the Braes Childrens Centre, Maddiston Old Folks Hall, Sports facilities at Meadowbank in Polmont and The Grange Centre in Brightons plus a number of church halls and the facilities which form part of Maddiston Primary School. There have been concerns arising from previous Development Plan consultations that there is a shortage of community space for the village, and that this is particularly acute at Maddiston Community Centre.
- 2.8.6 Capacity issues at Maddiston Community Centre are currently being monitored and contributions may be required where there is a clear need for improvements, exacerbated by the new development

Healthcare

- 2.8.7 Maddiston falls within the Polmont GP practice area. Supplementary Guidance SG11 Healthcare and New Housing Development confirms that there is currently capacity identified at Polmont Park Surgery to accommodate proposed development identified as part of the East Maddiston East SGA.

Open Space

- 2.8.8 The Council's Open Space Strategy sets out a long-term strategic approach to managing open space. The aims are to assess current and future needs and to secure the long-term improvement to the quality of Falkirk's open spaces. The Strategy is currently under review, and a Consultative Draft was published in December 2015. The finalised Open Space Strategy will shortly be published, subject to approval before the end of 2016.
- 2.8.9 In terms of the wider Polmont area, the emerging Strategy highlights the fact that the quality of open space in the Polmont area is generally very good and above the Council average in terms of quality indicators. The area has a lower rate of open space provision than the Council average, but over double the 5ha/1000-people standard identified in the Draft Strategy. The distribution of open space is also satisfactory. The key focus is on improving the quality of local parks, improving the Green Network, developing new play and sports facilities where required, and rationalising open space provision to improve overall quality.
- 2.8.10 The priorities for the Maddiston area set out in the emerging Open Space Strategy are:

Open Space	Role and function of open space	Opportunities for enhancement
Main Road, Maddiston	The site forms an area of amenity greenspace, with some paths linking Main Road to Cairneymount Avenue.	<ul style="list-style-type: none"> Improved maintenance in terms of cleaning and managing the woodland and scrub areas. Upgrading and resurfacing of paths and creation of sitting areas to allow the site to be visited and used. Introduction of a new play area.
Valley Park	The site forms a play space and a semi-natural greenspace with burn corridor and woodland.	<ul style="list-style-type: none"> Valley Park identified as a priority action for improvement. Substantial improvements have already been made though development contributions, and resources may become available for other open spaces.
Creation of new woodland edge along eastern edge of Maddiston	Will deliver green network opportunities in term of habitat enhancement, landscape improvement and potentially outdoor access.	<ul style="list-style-type: none"> To be delivered in conjunction with housing in the Development Framework area.
Manuel Burn Corridor	Green corridor providing opportunities for habitat enhancement and recreation.	<ul style="list-style-type: none"> Manuel Burn corridor should be retained and enhanced in conjunction with housing in the Development Framework area.

2.8.11 There are other open spaces in Maddiston which do not have any actions against them in the Draft Open Space Strategy, but which were assessed in the Open Space Audit. Improvement of these sites may be appropriate should there be an opportunity to explore wider opportunities beyond those set out in the 2015 Draft Open Space Strategy. These are:

Open Space	Role and function	Opportunities for enhancement
California Park	Playspace and sports pitch well-utilised for informal recreation.	<ul style="list-style-type: none"> • Additional play equipment • Enhancement of biodiversity including additional tree planting
Forge Crescent	Semi-natural, partially-wooded greenspace with important path linkages to the wider settlement and surrounding countryside	<ul style="list-style-type: none"> • Improve signage and maintenance • Manage woodland for biodiversity benefits

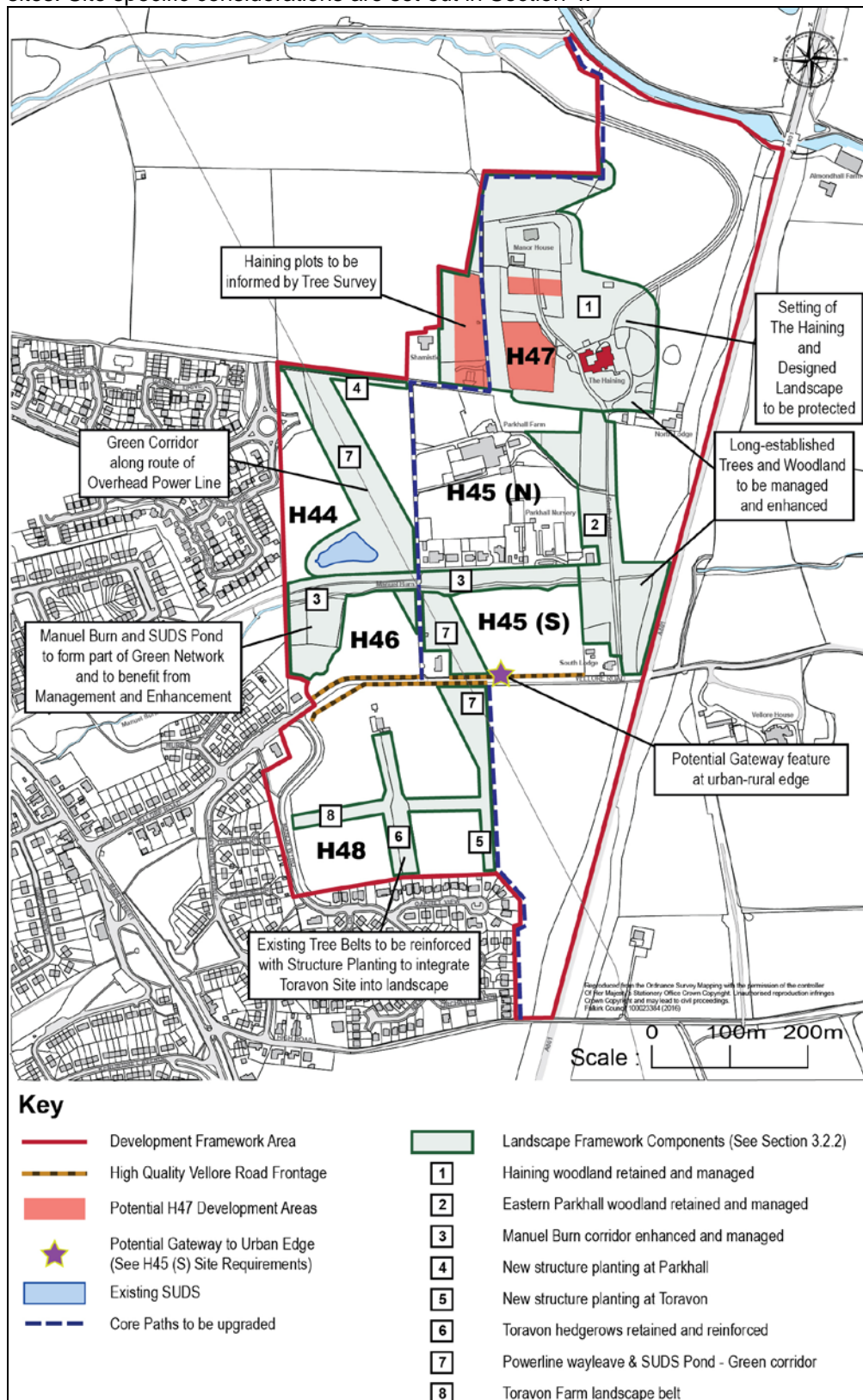
3 DEVELOPMENT FRAMEWORK: STRATEGIC REQUIREMENTS

3.1 OVERALL VISION

3.1.1 The vision of the Maddiston East Development Framework is that all the LDP sites which are identified within the Development Framework are brought forward in such a way as to provide a cohesive, sustainable and attractive overall settlement extension. It is acknowledged that sites may come forward at different times, so it is important that the requirements which are expected of each site are clear. The vision for the Development Framework is for the overall development to:

- be built to a high standard of design and integrate successfully with the existing settlement and the local landscape;
- be resource efficient and integrate sustainable design solutions;
- safeguard and enhance local environmental assets, including the green network and the built heritage elements within and adjacent to the Development Framework area;
- ensure that impacts on local community infrastructure are suitably mitigated, and developments contribute appropriately to the provision of such infrastructure;
- be well-connected to the existing settlement, the green network and public transport, with priority given to walking and cycling over vehicular movement; and
- deliver a co-ordinated solution in terms of vehicular access for all sites within the Development Framework.

3.1.2 This section of the Development Framework focuses on the strategic infrastructure which the developments will collectively have to deliver, and requirements which are common to all the sites. Site specific considerations are set out in Section 4.



MAP 5: Development Framework Plan

3.2 GREEN NETWORK AND OPEN SPACE

Landscape

- 3.2.1 The provision of a robust and well-designed landscape framework, which helps integrate development into the landscape and contributes to the development of the green network, is essential. This should build on the existing landscape assets and habitats in the area.
- 3.2.2 The landscape framework should comprise the following components, as illustrated on the Development Framework Plan (Map 5):
- (1) *The ancient and semi-natural woodland which forms part of the Haining designed landscape which should be retained, brought under management and reinforced where appropriate. This woodland should be subject to a management plan which will be prepared as part of proposals for site H47.*
 - (2) *The woodland along the eastern edge of Parkhall Farm which should be retained and, where possible, brought under management in conjunction with site H45. Southern parts of this woodland are associated with, and are within the ownership and curtilage of, South Lodge which may restrict the scope of management.*
 - (3) *The Manuel Burn SINC corridor, which should be enhanced and managed, in conjunction with sites H44-H46. This will include clearing the burn corridor of invasive species, and incorporating a managed landscape buffer between the development sites and the burn. Breaches of the corridor resulting from vehicular access should be minimised. Crossing points should be designed so as to ensure minimise impacts on the ecology of the burn corridor.*
 - (4) *New structure planting at Parkhall Farm along the northern edge of site H44, of minimum width of 15 m, subject to wayleave requirements associated with the overhead powerline*
 - (5) *New structure planting at Toravon Farm along the eastern edge of H48, of minimum width 15m, subject to wayleave requirements associated with the overhead powerline. This should incorporate the hedgerow trees along this boundary*
 - (6) *The hedgerow bisecting the Toravon Farm site, which should be retained and reinforced.*
 - (7) *The existing SUDS pond at Parkhall and the powerline wayleave, which should be designed to provide an attractive green corridor connecting (3) and (5).*
 - (8) *Toravon Farm (H48) has an area of particularly steep gradient, rising southwards from the flatter, northern area of the site. There should be additional east-west landscaping to screen development within the southern part of the site, which would otherwise be highly visually prominent to the north. This should connect with landscape areas (5 and 6).*
- 3.2.3 For all applications where development could affect trees and woodland, the requirements of SG06 Trees and Development will apply. Tree surveys should be undertaken at an early stage to inform design and layout. Tree protection plans should be prepared, as appropriate, and replacement planting undertaken where tree removal is necessary and justified
- 3.2.4 The frontage to Vellore Road will also form a key visual corridor along sites H46, H45(S) and H48. The overarching aim is to achieve a transition between a more urban character within the western sites, transitioning to a rural character within the eastern part of H45(S). Planting and landscaping, particularly along the eastern edge and eastern frontage of H45(S) will assist in achieving this. Sites, or parts of a site with an urban character will have housing fronting on to Vellore Road, with layout and materials palette reflecting a more rural design. A gateway feature and landscaping (as described in section 4) will assist with this.

Open Space

- 3.2.5 The provision of open space within the new development should accord with Policy INF04 of the LDP, Supplementary Guidance SG13 'Open Space and New Development' and the Council's Open Space Strategy.
- 3.2.6 It is anticipated that sites will satisfy the open space requirement partly through on-site provision, and partly through contributions to off-site upgrading. The methodology for calculating off-site contributions is set out in SG13.
- 3.2.7 Passive open space will be incorporated within each of the development sites. The main focus for active open space such as equipped play areas and sports pitches will be on improvements to off-site facilities through developer contributions.
- 3.2.8 Off-site contributions will be invested in upgrading of open space and enhancement of the green network in Maddiston, as directed by the priorities identified in the Open Space Strategy. The Manuel Burn corridor, which forms part of the Falkirk Green Network can contribute to on-site open space requirements, provided it is appropriately-designed for public access.

Ecology

- 3.2.9 As identified in Section 2.3, the Development Framework area contains habitats of local importance, notably the burn corridor, trees, woodland and hedgerows, which may host protected species.
- 3.2.10 Development proposals will be required to follow guidance within SG05 Biodiversity and Development. This will 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 enhanced.
- 3.2.11 A Phase 1 habitat survey will be the starting point for further investigations relating to European and nationally-protected species, birds and Local Biodiversity Action Plan (LBAP) species. It is anticipated that the following protected species surveys will be required:
- Badger
 - Bats
 - Water vole
 - Otter
 - Great crested newts
- 3.2.12 The need for additional protected species surveys may be highlighted by the Phase 1 survey.
- 3.2.13 A breeding bird survey will be required to identify species likely to be impacted by the development. This would include any legally protected bird species such as barn owl and kingfisher.
- 3.2.14 The badger survey should aim to identify movement of badgers within the development area as well as the presence of setts. If badgers are foraging or migrating across the development area, consideration will need to be given to the potential loss or isolation of habitat and the provision of corridors to allow the continued safe movement of badgers within the area. This is particularly important due to the barrier presented by the A801 to the east and the potential isolation of badger clans from their foraging areas as a result of development.
- 3.2.15 A survey for invasive non-native plant species including Japanese knotweed, Himalayan balsam and Giant hogweed will be required. Should these species be identified an appropriate programme of treatment and eradication will be required.

Outdoor Access and Path Network

3.2.16 The Development Framework Plan (Map 5) shows the strategic path linkages within and through the Development Framework area which should be safeguarded and enhanced as follows:

- (1) *Core path 020/809 from Vellore Road to the northern edge of the Haining should be safeguarded and upgraded via proportionate contributions from all sites in the Development Framework area. The path is currently a private access road and partly unsurfaced, and partly tarmac up to Shamistle, and beyond that the path is grassed public footpath. The path becomes poorly-defined past the Haining towards the canal. If the access road follows the line of the Core Path, the Core Path will be served by a footway, preferably separated from the road by a verge where this is a primary access road. The National Roads Development Guide and Designing Streets offer further advice on appropriate widths.*
- (2) *Core path 020/809 from the Haining to Nicolton Road should be upgraded. This is an off-site improvement which will be funded by proportionate contributions from all the sites within the Development Framework area on the basis shown below.*
- (3) *The right of way from Vellore Road to Maddiston High Road, along the eastern boundary of Toravon Farm should be upgraded via proportionate contributions from all sites in the Development Framework area.. The treatment of the boundary with the existing Toravon housing should ensure a good design solution in order to respect the amenity of residents adjacent to the path.*

The costs should be attributed to each development site as follows:

Ref	Site	% of total cost attribution
H44	Parkhall Farm 2	14%
H45	Parkhall Farm 3	29%
H46	Parkhall Farm 4	7%
H47	The Haining	7%
H48	Toravon Farm	43%

This is based proportionately on the number of units per development site identified in the LDP. These percentages may change according to eventual site capacity in the context of planning applications.

3.2.17 There should be good connections within, and between, sites, with direct path links suitable for cycle and pedestrian use. These paths should be safe, well-lit and preferably overlooked by new development. The six qualities of a successful place, as identified in Scottish Planning Policy (paras 41-46) and reflected in Para 1.4.4 of the Development Framework states that layout should incorporate “active frontages” which includes windows overlooking paths, streets and open spaces. These paths should also link into the strategic core paths specified above, to provide wider access to Maddiston and the surrounding countryside. Applications should include details of path specification and signage.

3.3 STRATEGIC ACCESS

Key Considerations

- 3.3.1 Access to all the sites within the Development Framework Area will be required to be brought forward in a co-ordinated fashion so as not to prejudice delivery of individual sites.
- 3.3.2 Key factors influencing consideration of access options include:
- (1) *Designing Streets and the National Roads Development Guide*: These have been adopted by the Council as policy and guidance for the development of new streets within the area. They emphasise the prioritisation of pedestrian and cycle movement and the use of permeable and connected street layouts.
 - (2) *Road network issues*. Account must be taken of any capacity and safety issues in the local road network to which the sites will be connected.
 - (3) *Impact on natural and built heritage*. Priorities include:
 - Minimising severance of the Manuel Burn SINC
 - Minimising loss of trees, particularly where these form part of the ancient and semi-natural woodland.
 - Respecting the setting of The Haining and its designed landscape
 - Achieving a good landscape fit and minimising the visual impact of road infrastructure.
 - (4) *Development viability and deliverability*. The access solution must be cost-effective, affordable and deliverable, taking account of the scale of housing proposed, and the pattern of land ownership.
 - (5) *Fit with the Local Development Plan*. The solution should be focused on delivering the allocated sites, without prejudicing decisions on any future growth which may take place in the area

Options

- 3.3.3 Four potential options were set out in the Consultative Draft Development Framework. These options, in broad terms, were:

Option 1: Connecting Glendevon Drive to Vellore Road;

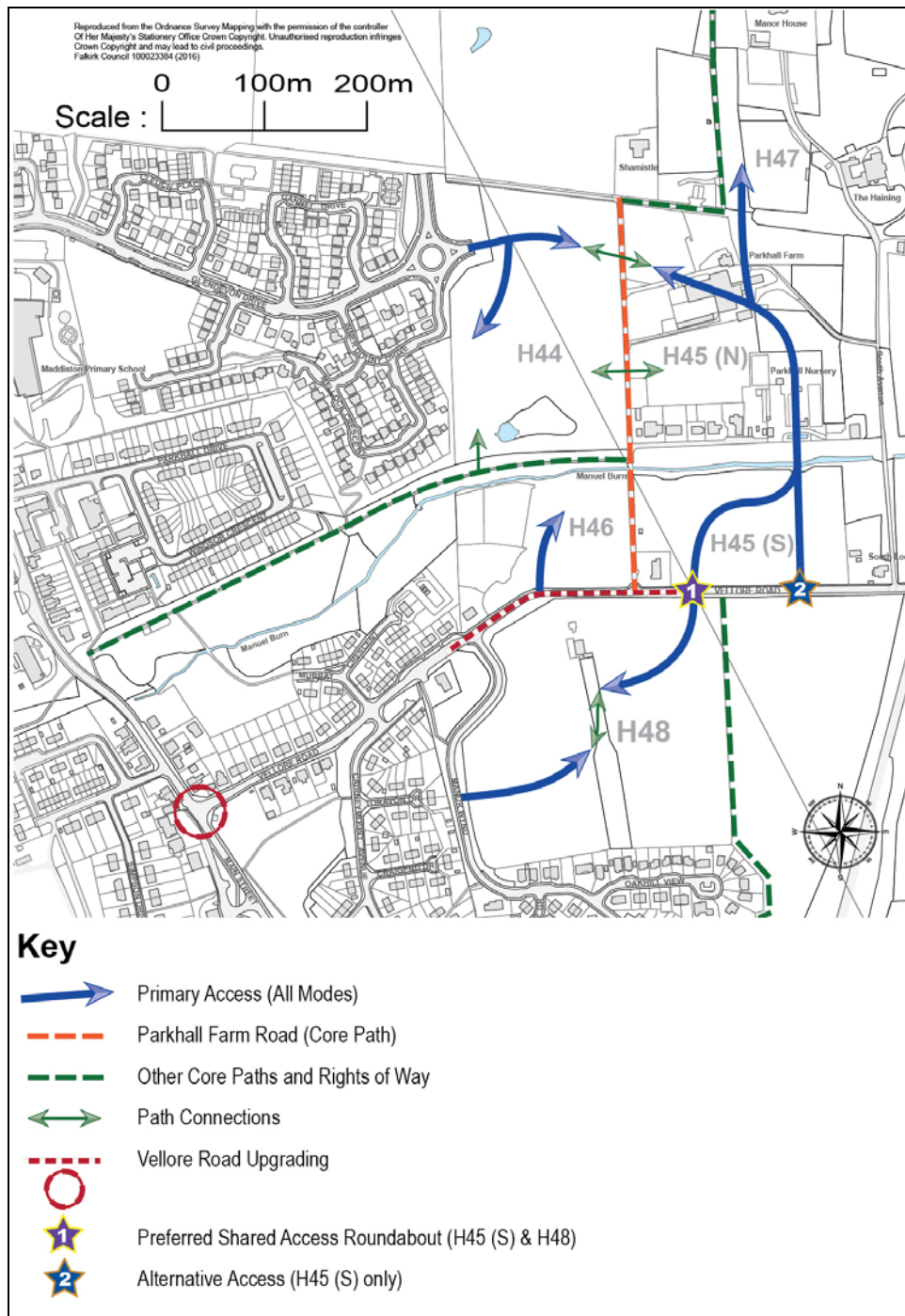
Option 2: Connecting Glendevon Drive to H45(N)/H47 with link to Nicolton Road (no through route to Vellore Road);

Option 3: Connecting Glendevon Drive to H45(N)/H47 with link to A801 (no through route to Vellore Road);

Option 4: No connecting vehicular route (sites accessed largely on an individual basis).

Preferred Access Option

- 3.3.4 The Council's preferred access option is Option 4 (as shown in Map 6). Sites would generally have their own individual vehicular accesses (with the exception of H47, which would be accessed by means of a continuation of the H45 access route).



MAP 6: Preferred Access Option

Glendevon Drive

- 3.3.5 Site H44 will be accessed from Glendevon Drive. Glendevon Drive is currently a cul-de-sac, with only a single vehicular connection to the wider road network, off which some 270 houses are currently accessed. The National Roads Development Guide, which reflects 'Designing Streets', states that developments should be well connected to their surroundings, with multiple access points where possible, and permeable layouts to make navigation simpler and easier. In terms of 'Designing Streets', it is considered that whilst the development sites lack vehicular connectivity, the emphasis on pedestrian and cycle connectivity would meet the terms of the guidance. In the past, the Council has limited the number of houses that can be accessed off a cul-de-sac. This will be a key consideration for applications coming forward.

- 3.3.6 A pedestrian/cycle link from H44 through to Parkhall Farm Road (see para 3.3.13 below) and H45 will be required, and will secure permeability for these transport modes. However, there should be no vehicular access to H45 from Glendevon Drive.

Vellore Road

- 3.3.7 H45, H46, H47 and H48 will be accessed from Vellore Road. A road will link H45(S) with H45(N) via a suitable burn crossing. The road will continue north to serve H47. The layout of H45(S), H45(N) and H47 (The Haining) will be required to accommodate a road link to serve adjacent sites. A pedestrian/cycle only connection should be made from H45(N) to the Parkhall Farm Road and through to H44.
- 3.3.8 The northern part of Toravon Farm (H48) will be served from Vellore Road, and the southern elevated section is likely to be served from Manor Wynd.
- 3.3.9 The Council would prefer a roundabout to serve both H48 and H45(S). The minimum diameter required would be 28m, plus provision of a 2m footway. This would require further feasibility assessment by developers of levels, ground conditions, the eventual location of SUDS and drainage within both development sites, and safety, all of which may influence the point(s) of access.
- 3.3.10 Vellore Road is affected by various constraints. There are complaints from the community about peak time capacity issues at the Vellore Road/B805 junction. There are various constraints on the options for junction upgrading. Some improvement may be possible. In terms of the carriageway itself, localised widening may be needed, and the road lacks a footway on the southern side east of Toravon Lodge. These issues will require further investigation and resolution prior to applications for sites accessing on to Vellore Road (H45, H46, H47 and H48), with sites contributing to appropriate mitigation.
- 3.3.11 It is unlikely that a 2m footway can be accommodated along the whole of the southern edge of Vellore Road within the existing settlement area due to private ownership of individual properties and the presence of culverts. A 2m footway should be achievable along the frontage of H48 (Toravon Farm).

Parkhall Farm Road

- 3.3.12 Parkhall Farm Road currently provides vehicular access to a number of existing residential properties within sites H45 and H47. It is also a core path. Whilst it could be widened to provide the access to the proposed houses in H45 and H47, such widening is constrained by adjacent properties and land ownership issues, and it is more likely that vehicular access to H45 and H47 will be to the east through the former nursery site. If this is the case, Parkhall Farm Road will remain as an access to the existing houses until such time as these can be connected in to the new road. At this point, the preference would be for it to become a pedestrian/cycle only path.
- 3.3.13 When considering a planning application for H44 (and potentially H45(N)), there may be a requirement to form an emergency access to Parkhall Farm Road. This would be controlled via bollards of a specification and design to be agreed with the Council. The provision of an emergency access should be suitably integrated into the layout of the site, and in particular, the pedestrian/cycle linkages. The requirement and feasibility for the provision of an emergency access would be assessed in the context of a future planning application.

A801 Connection

- 3.3.14 A connection to the A801, linking Glendevon Drive to the approved roundabout is not required to serve the allocated LDP sites in the Development Framework Area. It is considered that this level of infrastructure is not essential, and is disproportionate to the number of houses involved. The road could also have significant landscape, ecological and historic environment interest, depending on the chosen route. The Council would not rule out this connection being

made in the future but this could only be in the context of development being promoted in a future development plan for the land to the north of the currently allocated sites.

3.3 FLOODING AND DRAINAGE

Flood Risk

- 3.4.1 As identified in Section 2.7, parts of the Development Framework area are located within areas which are at risk of flooding (from watercourses and surface water). Developers must therefore produce a Flood Risk Assessment (FRA) for each of the development sites. A key requirement for a FRA is that it must consider all sources of flooding and demonstrate how flood mitigation methods will be managed. The FRA will be required to ensure that any flood risk associated with the development can be managed now and in the future, taking into account climate change projections and illustrate how the development will not increase the risk of flood risk downstream. There should be no development within the 0.5% annual probability fluvial flood extent determined by a flood risk assessment. Furthermore, mitigation measures for the surface water flood risk should not increase the risk of flooding to neighbouring areas and runoff rates should be agreed with Falkirk Council.

Drainage

- 3.4.2 A Drainage Impact Assessment will be required for all sites within the Development Framework area. This will assess potential impacts in terms of surface water drainage and foul drainage. SUDS will be required as part of the drainage strategy. SUDS help to protect water quality, contribute to green networks, reduce potential for flood risk and release capacity in the public sewerage network where the alternative is use of combined systems. The preference will be for a co-ordinated SUDS solution with facilities serving more than one site. The detailed work up of identifying SUDs locations should be the subject of early discussions between SEPA, the Council and the developers so as to maximise the green network potential of the SUDs scheme.
- 3.4.3 The Developer should contact Scottish Water as early as possible to submit a Pre Development Enquiry Developer to (PDE) Form which can be found on their website (www.scottishwater.co.uk) and is free to submit to their Customer Connections Team.

3.5 CONTRIBUTIONS TO EDUCATION AND COMMUNITY FACILITIES

Education

- 3.5.1 As noted in Section 2.8, there are capacity issues in certain schools in whose catchments the Maddiston East SGA lies. Developer contributions to education infrastructure will therefore be required for all sites within the Development Framework area, in line with the guidance in Supplementary Guidance SG10 Education and New Housing Development. Contribution rates are set out in Appendix 1 of SG10. These rates may be updated in line with future projected growth. At present, contributions will be sought in relation to:

- Maddiston Primary School (Non-Denominational Primary)
- Nursery provision
- St Mungo's High School (RC Secondary)
- Braes High School (Non-Denominational Secondary)

- 3.5.2 There may be a requirement for future contributions relating to St Andrew's RC Primary School. This will be reviewed in line with future growth projections.

Community Facilities

- 3.5.3 The main community spaces serving the village are Maddiston Community Centre and Maddiston Primary School. The community has highlighted that there have been capacity issues highlighted within Maddiston Community Centre in terms of availability of community space.
- 3.5.4 Policy INF02 of the LDP requires developers to contribute towards the provision, upgrading and maintenance of community infrastructure where development will create or exacerbate deficiencies in, or impose significantly increased burdens on, existing infrastructure. The Development Framework sites will be generating around 280 additional units and may therefore exacerbate existing capacity problems in the future, particularly with respect to the Community Centre. Developers should therefore engage with the community and the Council on whether contributions relating to the upgrading or extension of community facilities at pre-application stage. As set out in Section 2.8, the capacity issues relating to Maddiston Community Centre are being monitored. Developers may be required to contribute to upgrading/expansion where there is an identified need exacerbated by new development.
- 3.5.5 In applying LDP policies on developer contributions, the impact of contributions on the overall viability of the development may be taken into account as a material consideration, where evidenced by a Development Viability Statement. The Council will also be flexible on setting the timing and phasing of planning obligations.

3.6 AFFORDABLE HOUSING

- 3.6.1 Affordable housing will be required on each of the sites within the Development Framework area in accordance with LDP Policy HSG02 and Supplementary Guidance SG12 Affordable Housing. This stipulates a requirement of 25% for the Polmont area in developments of 20 or more houses. SG12 provides flexibility as to how the requirement is delivered, and early discussions with Falkirk Council Housing Services are recommended.

3.7 LOW AND ZERO CARBON DEVELOPMENT

- 3.7.1 Policy D04 of the LDP requires all new buildings to incorporate on-site low and zero carbon generating technologies (LZCGT) to meet a proportion of the overall energy requirements. Applicants must demonstrate that 10% of the overall reduction in CO2 emissions as required by Building Standards has been achieved via on-site LZCGT. This proportion will be increased as part of subsequent reviews of the LDP. All proposals must be accompanied by an Energy Statement which demonstrates compliance with this policy. Should proposals not include LZCGT, the Energy Statement must set out the technical or practical constraints which limit the application of LZCGT. Further guidance will be contained in Supplementary Guidance SG15 'Low and Zero Carbon Development'.
- 3.7.2 Policy D04 also requires developers to investigate the potential for district heating. Supplementary Guidance SG15: Low and Zero Carbon Development provides further advice on what to include within an Energy Statement.

4 DEVELOPMENT FRAMEWORK: SITE REQUIREMENTS

- 4.1 Section 4 sets out the specific site requirements for each site within the Development Framework. It is not an exhaustive list of matters to be addressed within a planning application, but does identify specific challenges or attributes associated with each site and how issues identified in Section 3 Strategic Requirements should be addressed. These are as follows:

H44	PARKHALL FARM 2
Green Network	<ul style="list-style-type: none"> • Central open space corridor formed by the powerline wayleave and the existing SUDS pond to be designed as positive landscape feature (landscape component 7). • Structure planting to be formed along the northern site boundary (min 15 m) (landscape component 4 on Map 5). • Burn corridor to be enhanced and managed in conjunction with sites H44-H46, including removal of invasive species and a 10 m landscape buffer between development and the burn (landscape component 3 on Map 5). • Tree survey required if development affects any trees on the site. • Landscape plan required to accompany detailed proposals • Appropriate ecological surveys to be carried out including protected species surveys.
Design	<ul style="list-style-type: none"> • Development to comprise pockets of housing on either side of the central open space corridor, with housing fronting the open space. • Design and palette of materials reflecting that of Parkhall Farm 1 to the west. • Level difference between Parkhall Farm 1 to be handled carefully with ground graded appropriately. • The design should provide a link between the site and the core path. The core path should preferably be overlooked by new development. • Design Statement will be required. • Health and Safety Executive Guidance note GS6 refers to avoiding danger from overhead lines in relation to construction work. Layout and design, and construction methodology should address the requirements of the guidance.
Open Space	<ul style="list-style-type: none"> • Central open space corridor is likely to meet passive open space requirements. • Active open space requirement likely to be met by off-site contributions to facilities on other sites.
Access & Drainage	<ul style="list-style-type: none"> • Access will be from Glendevon Drive. There will be no vehicular link east to H45(N). There may be a requirement for Parkhall Farm Road to form an emergency access (see section 3.3.13). The requirement for an emergency access would be assessed at the time of a planning application. • Access will have to be maintained to existing residential properties served from the private farm road until internal road access from the development sites is achieved. • Contributions (proportional to 14% of total cost) will be required for upgrading of the local path network by the Council. This is including the Core Path along the eastern boundary. • Site H44 should provide a pedestrian and cycle link from the site to the Core Path along Parkhall Farm Road. This should be

	<p>integrated into the overall layout. The Core Path should also be overlooked by new development if possible.</p> <ul style="list-style-type: none"> • Flood Risk and Drainage Impact Assessment required. • Existing SUDS pond to be utilised if possible, with modifications if necessary.
Developer Contributions	<ul style="list-style-type: none"> • Developer contributions required for education and local path network upgrade, and potentially also community facilities and off-site road network improvements as required. Need for off-site open space contributions dependent on extent of on-site provision. • 25% affordable housing to be provided.

H45(N)	PARKHALL FARM 3 (NORTH)
Green Network	<ul style="list-style-type: none"> • Existing woodland to east to be retained and brought under management where possible, and subject to landownership constraints.(landscape component 2 on Map 5). • Burn corridor to be enhanced and managed in conjunction with sites H44-H46, including removal of invasive species and a 10 m landscape buffer between development and the SINC (landscape component 3 on Map 5). • Tree survey required to inform layout and design. • Landscape plan required to accompany detailed proposals. • Appropriate ecological surveys to be carried out including protected species surveys.
Design	<ul style="list-style-type: none"> • Parkhall Farm steading and former nursery to be removed and redeveloped. • The layout should accommodate an northern access road to serve H47 (The Haining). The exact location of this will be subject to a tree survey and landscape analysis of the site. • Existing dwellinghouses on the southern part of the site are likely to remain. These should be sensitively integrated into the layout in a way that respects their amenity and privacy. • House designs and palette of materials should take inspiration from traditional rural forms. • Design Statement will be required.
Open Space	<ul style="list-style-type: none"> • Depending on scale of on-site provision, contributions to off-site upgrading of open space may also be required, in line with SG13.
Access & Drainage	<ul style="list-style-type: none"> • Vehicular access will be from the south over the burn via H45(S). There will be no vehicular link to H44 and Glendevon Drive to the west; • There may be a requirement for Parkhall Farm Road to form an emergency access (see section 3.3.13). The requirement for an emergency access would be assessed at the time of a planning application. • The design and layout should provide a pedestrian and cycle link between the site and the core path, linking through to H44. The Core Path should preferably be overlooked by new development. • Site layout will have to make provision for vehicular access to H47 and continuing access to all properties served from Parkhall Farm Road until these properties can be served from a new internal road layout. • Contributions (29% of total cost) will be required for upgrading of the local path network. The 29% figure applies to the whole of

	<p>H45(N and S) and this will be dependent on capacities for each part of the site.</p> <ul style="list-style-type: none"> • Flood Risk and Drainage Impact Assessment required. • SUDS provision to be integrated as a positive landscape feature within development.
Developer Contributions	<ul style="list-style-type: none"> • Developer contributions required for education and local path network upgrade (as above), and potentially, community facilities and off-site road network improvements to the B805 junction and Vellore Road. Need for off-site open space contributions dependent on extent of on-site provision. • 25% affordable housing to be provided.

H45(S)	PARKHALL FARM 3 (SOUTH)
Green Network	<ul style="list-style-type: none"> • Burn corridor to be enhanced and managed in conjunction with sites H44-H46, including removal of invasive species and a 10 m open space buffer between development and the SINC (landscape component 3 on Map 5). • Power line wayleave to form landscaped open space at western end of site (landscape component 7 on Map 5). • Tree survey required if development affects any trees on the site. • Landscape plan required to accompany detailed proposals • Appropriate ecological surveys to be carried out including protected species surveys.
Design	<ul style="list-style-type: none"> • The design and layout should allow for an access road across the burn into site H45(N) to reflect the Council's preferred access option. • There should be an east to west urban-rural transition. The west of the site will be more urban in character, with development fronting on the Vellore Road, A gateway feature, potentially in the form of a mini-roundabout or chicane will assist in this. The eastern boundary and eastern frontage should be more rural in character, with additional planting providing filtered views into the site. Design and layout could incorporate more typically rural form, with gable end to Vellore Road and rural building grouping. The exact location of any roundabout or site entrance will influence how this is achieved. • Additional planting along the eastern boundary will also safeguard the amenity of adjacent residential receptors. • Layout should provide a positive built frontage to the burn corridor open space, rather than rear fences, resulting in the burn corridor forming an integral part of the site, and contributing to overall placemaking. • House designs and palette of materials should take inspiration from traditional rural forms. • Design Statement will be required.
Open Space	<ul style="list-style-type: none"> • Burn corridor and power line wayleave are likely to meet passive open space requirements. • Active open space requirement likely to be met by off-site contributions to facilities on other sites.
Access & Drainage	<ul style="list-style-type: none"> • Access will be from Vellore Road. The Council would prefer a roundabout to serve both H48 and H45(S). The minimum diameter required would be 28m, plus provision of a 2m footway.

	<p>This would require further feasibility assessment by developers of levels, ground conditions and the eventual location of SUDS and drainage within both development sites, all of which may influence the point(s) of access. Consideration should also be given as to how the roundabout contributes to the placemaking within both sites.</p> <ul style="list-style-type: none"> • The layout should also accommodate a future northern burn crossing through to H45(N). There should be sufficient land safeguarded so as to accommodate a burn crossing which will not restrict the habitat corridor or species migration. • Contributions (29% of total cost) will be required for upgrading of the local path network. The 29% figure applies to the whole of H45(N and S) and this will be dependent on capacities for each part of the site. • Flood Risk and Drainage Impact Assessment required. • If not shared with H45(N), SUDs provision to be integrated as a positive landscape feature within development.
Developer Contributions	<ul style="list-style-type: none"> • Developer contributions required for education and local path network upgrade (as above), and potentially also community facilities and off-site road network improvements relating to upgrading of the B805 junction and to Vellore Road. Need for off-site open space contributions dependent on extent of on-site provision. • 25% affordable housing to be provided.

H46	PARKHALL FARM 4
Green Network	<ul style="list-style-type: none"> • Burn corridor and SINC to be enhanced and managed in conjunction with sites H44 and H45, including removal of invasive species and a 10 m landscaped buffer between development and the SINC (landscape component 3 on Map 5) • Power line wayleave to form landscaped open space at north east corner of site (landscape component 7 on Map 5) • Tree survey required if development affects any trees on the site. • Landscape plan required to accompany detailed proposals • Appropriate ecological surveys to be carried out including protected species surveys.
Design	<ul style="list-style-type: none"> • Housing frontage to Vellore Road is required, with existing stone wall retained and incorporated as far as possible. • House designs and palette of materials should take inspiration from traditional rural forms. • Design Statement will be required.
Open Space	<ul style="list-style-type: none"> • Burn corridor buffer and power line wayleave may meet some passive open space requirements, but requirement for off-site contributions likely, • Active open space requirement likely to be met by off-site contributions to facilities on other sites.
Access & Drainage	<ul style="list-style-type: none"> • Vehicular access will be from Vellore Road. • Contributions (7% of total cost) will be required for upgrading of the local path network. • Flood Risk and Drainage Impact Assessment required.
Developer Contributions	<ul style="list-style-type: none"> • Developer contributions required for education and local path network upgrade (as above), and potentially also community

	<p>facilities and off-site road network improvements to the junction with the B805 and to Vellore Road. Need for off-site open space contributions dependent on extent of on-site provision.</p> <ul style="list-style-type: none"> • 25% affordable housing to be provided if site capacity is 20 units or more.
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H47	THE HAINING
Green Network	<ul style="list-style-type: none"> • Safeguarding and management of the policy woodland associated with the Haining is paramount (landscape component 1 on Map 5) • Three clearings have been identified (see Map 5) which are areas of less mature scrub and trees which could potentially be developed. • Tree survey required which will confirm the number and location of trees which could be felled and which should be retained, as well as root protection zones required. • Replacement planting will be required to reinforce the policy woodland and replace any trees lost. • Landscape plan required to accompany detailed proposals • Appropriate ecological surveys to be carried out including protected species surveys
Design	<ul style="list-style-type: none"> • Site constraints will only allow development of small pockets of low density housing, designed in a bespoke manner to fit sympathetically within the policy woodland and rural setting, to deal satisfactorily with topography, and to respect the various components of designed landscape. • Number of units to be derived from assessment of sites constraints, rather than indicative capacity stated in LDP. • Development should respect the setting of the B-listed Haining, particularly if it is in close proximity to, or visible from, the Haining. • A Design Statement incorporating a Landscape and Visual Impact Assessment and Heritage Impact Assessment will be required to demonstrate that the design solution meets the above objectives.
Open Space	<ul style="list-style-type: none"> • The restored policy woodland may satisfy functional passive open space requirements • Active open space requirement likely to be met by off-site contributions to facilities on other sites.
Access & Drainage	<ul style="list-style-type: none"> • Access is expected from site H45(N). It is unlikely that the existing South Avenue to the Haining could serve additional development without substantial upgrading, but this could be explored. • Contributions (7% of total cost) will be required for upgrading of the local path network. This is dependent on eventual site capacity. • Drainage Impact Assessment required.
Developer Contributions	<ul style="list-style-type: none"> • Developer contributions required for education and local path network upgrade, and potentially also community facilities and off-site road network improvements including the B805 junction and to Vellore Road. Need for off-site open space contributions dependent on extent of on-site provision. • Development unlikely to be reach affordable housing threshold of 20 units

H48	TORAVON FARM
Green Network	<ul style="list-style-type: none"> • Landscape framework needed to break up and reduce visual impact of development. This should comprise structure planting along line existing north-south hedgerows/tree belts (landscape components 5 and 6 on Map 5), and east-west planting along the most steeply sloping section of the site (landscape component 8 on Map 5) • Tree survey required if development affects any trees on the site. Any existing mature trees and woodland suitable for retention will require root protection zones which will influence overall layout. • Landscape plan required to accompany detailed proposals • Appropriate ecological surveys to be carried out including protected species surveys
Design	<ul style="list-style-type: none"> • Visual impact of development needs careful consideration given topography and elevated nature of southern part of site. • Housing frontage to Vellore Road is required, with appropriate boundary treatment. • Landscape framework elements 7 and 5 along the eastern boundary of the site will provide a robust urban edge. • House designs and palette of materials should take inspiration from traditional rural forms. • Design statement will be required.
Open Space	<ul style="list-style-type: none"> • Depending on scale on on-site provision, contributions to off-site upgrading of open space may also be required, in line with SG13.
Access & Drainage	<ul style="list-style-type: none"> • Access to be off Vellore Road, with elevated southern section likely to be accessed from Manor Wynd • The Council would prefer a roundabout to serve both H48 and H45(S). The minimum diameter required would be 28m, plus provision of a 2m footway. This would require further feasibility assessment by developers of levels, ground conditions and the eventual location of SUDS and drainage within both development sites, all of which may influence the point(s) of access. • Contributions (43% of total cost) will be required for upgrading of the local path network. • Upgraded path provision will be required to address the residential amenity of the existing properties and their eastern boundaries. • Flood Risk and Drainage Impact Assessment required. • SUDS provision likely to be in north-east corner of site where it should be integrated as a positive landscape feature within development, integrating with landscape framework element 7, shown on Map 5.
Developer Contributions	<ul style="list-style-type: none"> • Developer contributions required for education and local path network upgrade (as above), and potentially also community facilities and off-site road network improvements including the B805 junction and to Vellore Road. Need for off-site open space contributions dependent on extent of on-site provision. • 25% affordable housing to be provided.

APPENDIX: RELEVANT PLANNING POLICY

NATIONAL POLICY

Scottish Planning Policy (2014): <http://www.gov.scot/Publications/2014/06/5823>

Designing Streets (2010): <http://www.gov.scot/Publications/2010/03/22120652/0>

LOCAL DEVELOPMENT PLAN POLICY

HSG02 Affordable Housing	GN01 Falkirk Green Network
HSG04 Housing Design	GN02 Landscape
INF02 Developer Contributions to Community Infrastructure	GN03 Biodiversity and Geodiversity
INF03 Protection of Open Space	GN04 Trees, Woodland and Hedgerows
INF04 Open Space and New Residential Development	GN05 Outdoor Access
INF05 Education and New Housing Development	D01 Placemaking
INF06 Healthcare and New housing Development	D02 Sustainable Design Principles
INF07 Walking and Cycling	D03 Urban Design
INF08 Bus Travel and New Development	D04 Low and Zero Carbon Development
INF02 Developer Contributions to Community Infrastructure	D09 Listed Buildings
INF10 Transport Assessments	D12 Historic Gardens and Designed Landscapes
INF11 Parking	RW05 The Water Environment
INF12 Water and Drainage Infrastructure	RW06 Flooding
	RW09 Waste Reduction in New Development
	RW10 Vacant, Derelict, Unstable and Contaminated Land

RELEVANT SUPPLEMENTARY GUIDANCE

SG02	Neighbourhood Design
SG05	Biodiversity and Development
SG06	Trees and Development
SG09	Landscape Character Assessment and Landscape Designations
SG10	Education and New Housing Development
SG11	Healthcare and New Housing Development
SG12	Affordable Housing
SG13	Open Space and New Development
SG15	Low and Zero Carbon Development

Design Statements SPG (Non-statutory)

Contaminated Land SPG (Non-statutory)

Flooding and Sustainable Urban Drainage Systems SPG (Non-statutory)

Travel Plan SPG (Non-statutory)

APPENDIX 2

MADDISTON EAST DEVELOPMENT FRAMEWORK

SUMMARY OF CONSULTATION RESPONSES AND PROPOSED COUNCIL RESPONSE

Respondent	Comment	Proposed response
ISSUE: Access options		
Maddiston Community Council	Maddiston Community Council does not consider Access Option 1 to be viable as it would require a major upgrade of Vellore Road. Vellore Road is also unlit, and there is no pavement so cyclists and pedestrians which currently use the road would be affected.	<p>Proposed response: Option 1 has been considered and will not be taken forward as a preferred option.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
	Maddiston Community Council does not consider Option 2 to be suitable as Nicolton Road is narrow and restricted, and an upgrade would be costly.	<p>Proposed response: Option 2 has been considered and will not be taken forward as a preferred option.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
	Maddiston Community Council does not support Option 3 to link Glendevon Drive to the A801 due to road safety issues (particularly around the school which is congested at peak times) associated with Glendevon Drive becoming a through-route.	<p>Proposed response: Option 3 has been considered and will not be taken forward as a preferred option.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
	Maddiston Community Council considers option 4 to have the least impact on the local community. They also suggest linking northwards through H47 to the A801, if a link was required, rather than using Glendevon Drive.	<p>Proposed response: Option 4 is the Council's preferred option. No link to the A801 is proposed as part of the Development Framework.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
	The Community Council has concerns that these developments are designed only for people with cars and	Proposed response: The sites are currently-allocated LDP sites and the principle of development of the sites is already established

	state that housing developments are far from existing local amenities, and that existing public transport is poor. This puts further pressure on the road system and any decision which is taken needs to reflect this.	through the LDP process. The sites are located adjacent to the existing settlement, and are within reasonable walking distance of facilities in the village via good pedestrian linkages. Proposed change: None.
Resident of Gardrum Place, Brightons	Suggest the access in conjunction with the proposed care village (PRE/2016/0010/PAN) which was subject to recent pre-application consultation (highlighted as L.O.W Option 5 for the purposes of PAN consultation) would be an option for serving the development framework area on the basis of road safety.	Proposed response: Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at an option. Road safety issues and any possible mitigation will require to be addressed as part of the delivery of new sites. Proposed change: Take forward Option 4 in Development Framework.
Resident of Glendevon Drive, Maddiston	Respondent would resist a link to A801 on road safety grounds. The road would become a main access route and would result in a significant increase in traffic. They would also resist using Glendevon Drive for any other development and building traffic resulting from new development has already resulted in noise and disruption.	Proposed response: Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at an option. Road safety issues and any possible mitigation will require to be addressed as part of the delivery of new sites. Glendevon Drive will be the sole access for H44. Proposed change: Take forward Option 4 in Development Framework.
Resident of Gannel Drive, Maddiston	Would prefer Access Option 4 as it limits the traffic on Glendevon Drive. Expresses concerns around road safety at the primary school.	Proposed response: Option 4 is the Council's preferred option. Road safety and capacity of the network was a consideration when arriving at an option. Glendevon Drive will be the sole access for H44. Proposed change: Take forward Option 4 in Development Framework.
Resident of Cleuch Place, Maddiston	Resident strongly opposed options 1, 2 and 3. They would prefer Access Option 4 as it limits the traffic on Glendevon Drive. Expresses concerns around road safety at the primary	Proposed response: Option 4 is the Council's preferred option. Road safety and capacity of the network was a consideration when arriving at an option. Glendevon Drive will be the sole access for

	school.	H44. Proposed change: Take forward Option 4 in Development Framework.
Resident of Gannel Drive, Maddiston	Would not support A801 link. Would favour routes utilising Vellore Road.	Proposed response: Option 4 is the Council's preferred option. Road safety and capacity of the network was a consideration when arriving at the preferred option. Proposed change: Take forward Option 4 in Development Framework.
Owners of Parkhall Nursery (represented by Montagu Evans LLP)	The respondent wishes to express support for Access Option 1. This option would provide effective access for H45(N). Options 2 and 3 would involve an unsustainable level of cost, and are outwith the development envelope.	Proposed response: Option 4 is the Council's preferred option. Development viability and proportionality was a factor taken into consideration when arriving at the preferred option. Proposed change: Take forward Option 4 in Development Framework.
Hansteen Land (represented by Felsham PD)	Options 2 and 3 are not supported. Nicolton Road cannot accommodate traffic associated with the SGA. Options 2 and 3 also require land outwith the Development Framework area. This would create pressure for future development, north of Parkhall which is not in line with the overall LDP strategy for the area. Option 3 will alter the character of the area. The Landowner associated with option 3 also cannot connect with the watercourse to ensure SUDs and drainage system operate. 3 rd party land would be required. This would leave this option ineffective.	Proposed response: Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at the preferred option. Proposed change: Take forward Option 4 in Development Framework.
Land Options West and Lochay Homes (represented by McNally Associates LTD)	Object to the requirement in the Development Framework that The Haining (H47) is accessed from the South. It is submitted that access can be achieved from the north, via a roundabout with the A801. This is an alternative to the 4 access options. H44, H45(N) and H47 would be around 120 units and this could be served from a single access. This would also relieve pressure on Glendevon Drive, and avoid sensitive receptors including ancient woodland and the	Proposed response: Comments noted. Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at the preferred option. Proposed change: Take forward Option 4 in Development Framework.

	listed building.	
Manor Forrest Ltd	<p>Options 1 and 4 are not viable due to reliance on third party land and the cost and flooding issues associated with burn crossing.</p> <p>Options 2 and 3 would addresses the capacity issues with B805 junction and the road network around the school. Infrastructure is already in place for these two options and will futureproof the area. The planning application for the distributor road demonstrates a financial commitment and collective approach from landowners to delivery. Option will result in minor tree loss and compensatory planting will offset this.</p>	<p>Proposed response: Comments noted. Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at the preferred option.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
Persimmon Homes	<p>Options 1 & 4 illustrate a vehicular route through the site and over the Manuel Burn in a north/ south direction. Persimmon's development layouts could accommodate and assist such a link (up to the site boundary at the edge of the burn) and therefore would be compatible with either option. For the avoidance of doubt it should be stressed that Persimmon do not control land located within the Manuel Burn corridor or indeed to the north of this in H45(S).</p> <p>Options 2 & 3 propose an access to H45(S) from a single point of access onto Vellore Road. Persimmon's proposals would support either of these options. Options 2 or 3 would be Persimmon's preferred options.</p>	<p>Proposed response: Comments noted. Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at the preferred option.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
	References to "primary route....". should be changed to "street". This implies a 'road' connection rather than a 'street' connection and in view of the fact that Option 1 also carries with it the possibility of linkages being provided through residential areas, this text should be amended to read "A new primary street....."	<p>Proposed response: The general point on terminology is accepted. However, Option 1, and the text referred to, is not carried through into the Finalised Development Framework.</p> <p>Proposed change: None.</p>
	Within paragraph 3.3.5 "appropriate junction spacing" is	Proposed response: Option 1, and the text referred to, is not

	referred to. This is an inappropriate standard in the context of Designing Streets, the primary aim of which is to achieve appropriate design solutions for new residential development areas and this sentence should end after “independent accesses may be acceptable.”	carried through into the Finalised Development Framework. However, the term “appropriate junction spacing” does not imply a prescriptive standard and is compatible with the Designing Streets approach. Proposed change: None.
Gladman Scotland	Gladman supports Option 2. Application P/14/0707/PPP included indicative layouts for site H44 and the land to the north of H43. The application proposed the access arrangement explored in this Framework as Option 2, being a link from Glendevon Drive to Nicolton Road. Option 2 is a viable, practical and appropriate means of connecting the Maddiston East SGA to the wider road network, without harm to highway safety or convenience, and without undue visual impact or harm to ecological, landscape, habitat or other interests. They do not agree that as the route is partially outwith the urban area it is a road rather than a street, that it has significant landscape or ecological impacts, that Nicolton Road is substandard or that construction of roads outwith the urban limit puts development pressure on unallocated sites, potentially prejudicing the plan-led future for the area. This can be controlled through the plan-making process as well as through normal development management procedures.	Proposed response: Comments noted. Option 4 is the Council’s preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at the preferred option. Proposed change: Take forward Option 4 in Development Framework.
Scottish Natural Heritage	Option 3 should be scoped out of further consideration unless it can be demonstrated that these potential effects on ancient and semi-natural woodland could be avoided.	Proposed response: Comments noted. Option 4 is the Council’s preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at the preferred option. Proposed change: Take forward Option 4 in Development Framework.

	While Option 2 avoids the landscape impacts that would arise from the ridge, the new urban edge that would be created through creating the connection to Nicolton Road would likely change the character of this edge. It seems likely that the creation of a distributor road connecting to Nicolton Road would also lead to further development within that new edge.	<p>Proposed response: Comments noted. Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at the preferred option.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
	Option 1 and 4 are also described as likely to include "some loss" of ancient and semi-natural woodland. Our advice at this stage is that the extent of this loss would need to be more clearly defined before the acceptability of these options can be confirmed. However, based on the current information, we consider Option 1b as least likely to lead to significant impacts.	<p>Proposed response: Comments noted. Option 4 is the Council's preferred option. Development viability and proportionality, as well as fit with the LDP and impacts on the landscape and natural heritage were all factors taken into consideration when arriving at an option.</p> <p>Proposed change: Take forward Option 4 in Development Framework.</p>
	The site requirements set out in section 4 are welcomed. However, the Access & Drainage requirements omit reference to foot/cycle path provision. This is in contrast to the consideration given in earlier sections and, to ensure delivery of paths that are fit for purpose, we recommend that this requirement is made explicit.	<p>Proposed response: The Access and Drainage and Developer Contributions sections for Section 4: Site Requirements has been made more explicit as to what is expected from each developer.</p> <p>Proposed changes: Changes within each section as above requesting contributions from each site to the wider path network rather than requiring works to be undertaken by the developer.</p>
ISSUE: Deliverability of LDP sites and Principle of Development		
Manor Forrest Ltd and Stewart Homes	<p>H44: The site can be delivered with an eastern spur from existing roundabout which was built at no cost to the council, and is within Manor Forrest ownership. This is an important point to make in terms of upfront infrastructure delivery, and how it assists the Council with housing land delivery.</p> <p>The existing SUDs can accommodate this development, and</p>	<p>Proposed response: The Council notes the comments regarding effectiveness of the sites in relation to current planning consent, land ownership issues, flooding and infrastructure. All of the sites will be subject to a detailed Flood Risk Assessment at application stage, as well as a drainage impact assessment. This will set out mitigation for flooding issues in and around the site. The Development Framework also highlights the capacity issues around</p>

	<p>flood risk assessment for wider Barratt site has shown this site free of flooding issues.</p> <p>H46: Site is effective with planning consent granted.</p> <p>H45(N) Site is not effective due to ransom situation and flooding issues.</p> <p>H45(S): Site can be accessed from Vellore Road. Results of detailed flood risk assessment and ecological studies are key to delivery of this site.</p> <p>H47: Would question the effectiveness as right of access rests with third party. Would also question value of woodland and how the loss of trees felled by the Council will be mitigated.</p> <p>H48: Highlight previous refusal at Local Plan Inquiry on the grounds of landscape impact. Junction capacity is an issue. There will also be substantial costs with linking in to main sewer. Also highlights potential contamination on H48.</p>	<p>Vellore Road and the junction with the B805 which will require further assessment. Toravon Farm (H48) was allocated by the Reporter at the time of the Falkirk Council Local Plan Inquiry in 2010. A contaminated land assessment would be undertaken at application stage as required.</p> <p>Proposed change: None.</p>
Persimmon Homes	<p>Persimmon have an interest in site H44. They state that there is no requirement for or 'specific identification' of a Development Framework for the Maddiston East Strategic Growth Area or any sites which fall within its boundaries set out within the Falkirk LDP. There is also no policy hook setting out this requirement. There is therefore no remit for the Development Framework to deliver sites and it is open to legal challenge. This has resulted in delays to submission of application. H45(S) is an effective site.</p>	<p>Proposed response: The LDP includes Strategic Growth Area Guidance for all of the SGAs including East Maddiston. It specifically highlights the need for a co-ordinated access strategy, amongst other issues to be addressed, and it was considered that a Development Framework was the best mechanism to deliver this. The guidance is not statutory SG and so does not need a specific hook in the LDP.</p> <p>Proposed change: None.</p>

ISSUE: Roads and General Infrastructure		
Local resident, address not given.	The principle of development seems in keeping with previous developments, although existing infrastructure in place suggests that development to the north would be more logical.	<p>Proposed response: The land to the north of the development framework area is not allocated in the LDP.</p> <p>Proposed change: None.</p>
Resident of Haining Grove Resident of Manor Wynd	Maddiston Area has seen substantial development over the last decade which has put pressure on local infrastructure including the local road network, schools, health provision other services.	<p>Proposed response: Comment noted. In allocating the additional sites as part of the East Maddiston SGA, the Council was satisfied that infrastructure provision could be suitably upgraded to mitigate impacts.</p> <p>Proposed change: None</p>
Resident of Manor Wynd.	The respondent advises that there is a specific issue regarding power outages within the Toravon estate. The electricity infrastructure cannot accommodate further development.	<p>Proposed response: Developers will be required to work with Scottish Power Energy Networks to ensure connection to individual sites, and to improve existing capacity where required.</p> <p>Proposed change: None.</p>
Scottish Power Energy Networks	SPEN provided links to best practice guidance for working in and around high-voltage power lines.	<p>Proposed response: This issue is particularly relevant to site H44. HSE Guidance note GS6 is now referenced in Section 4: Site requirements.</p> <p>Proposed change: See above.</p>
ISSUE: Green Network and Open Space		
Scottish Natural Heritage	Paragraph 2.3.3 includes badgers in a reference to European protected species (EPS). The final version of the development framework should differentiate between EPS, such as great crested newts and species protected at a national level, such as badgers.	<p>Proposed response: Comment accepted</p> <p>Proposed change: Delete 1st sentence of para 2.3.3 and replace with <i>“The site provides potential habitat for certain legally protected species (both at European and national level) such as badgers, bats and great crested newts.”</i></p>
	SNH supports the measures set out in paragraphs 3.2.1 to	Proposed response: Comment accepted. Clarification included in

	<p>3.2.16. However, if component 3.2.2(3) is to successfully safeguard the interests of the Manuel Burn SINC, SNH suggest that a clearer link to measures for open space (paragraphs 3.2.4 – 3.2.7) and outdoor access (paragraphs 3.2.15 – 3.2.16) is needed.</p>	<p>following paragraph to minimise breaches from vehicular access.</p> <p>Proposed change: Delete 3.2.2(3) and insert: <i>“The Manuel Burn SINC corridor, which should be enhanced and managed, in conjunction with sites H44-H46. This will include clearing the burn corridor of invasive species, and incorporating a managed landscape buffer between the development sites and the burn. Breaches of the corridor resulting from vehicular access should be minimised. Crossing points should be designed so as to ensure minimise impacts on the ecology of the burn corridor.”</i></p>
	<p>SNH seek to minimise breaches of the burn corridor, either by outdoor access or through vehicular routes.</p>	<p>Proposed response: Access option 4 is being taken forward. This includes a burn crossing. Whilst fragmentation of the burn corridor is less desirable, the crossing would be of a standard so as to ensure a suitable riparian habitat corridor either side of the burn.</p> <p>Proposed change: None.</p>
	<p>Paragraph 3.2.16 (this refers to para 3.2.17 in final document) states that paths should be “safe, well-lit and preferably overlooked by new development”. It may be useful to add some more detail on what is intended by a requirement that paths are overlooked by new development.</p>	<p>Proposed response: Comment accepted.</p> <p>Proposed change: Replace para 3.2.16 (now 3.2.17 in final) with new paragraph: <i>“There should be good connections within, and between, sites, with direct path links suitable for cycle and pedestrian use. These paths should be safe, well-lit and preferably overlooked by new development. The six qualities of a successful place, as identified in Scottish Planning Policy (paras 41-46) and reflected in Para 1.4.4 of the Development Framework states that layout should incorporate “active frontages” which includes windows overlooking paths, streets and open spaces. These paths should also link into the strategic core paths specified above, to provide wider access to Maddiston and the surrounding countryside. Applications should include details of path specification and signage.”</i></p>
	<p>The Development Framework Plan presented in Map 5 shows key features and interventions. We recommend that</p>	<p>Proposed response: The Falkirk Green Network is a policy provision of the Falkirk LDP and is shown on Map 1. The aims of the Green</p>

	the final version also includes the two green network proposals GN16 and GN18.	Network are adequately reflected in the Development Framework Plan (Map 5). Proposed Change: None.
Manor Forrest Ltd	Welcomes approach to green network but advises that Development Framework should be modified. The Council will need to carefully consider how the SINC corridor will be safeguarded in relation to a burn crossing. Tree planting along northern boundary is not achievable as track to north is outwith Manor Forrest control. A green corridor linking landscape components 3 and 5 does not have geographical or visual linkage.	Proposed response: Any new burn crossing will be designed so as to allow a riparian corridor to remain. Tree planting along the northern boundary can be implemented on land to the south of the track. Landscape components 3 and 5 are the burn corridor and eastern structure planting within Toravon Farm. They are linked by virtue of the overhead line (component 7) which will be open space. Proposed change: None.
Thomas Millar, owner of South Lodge, Parkhall	Advises that he own areas of woodland to the east of the DF area and that they would expressly not wish for these to be brought under any management plan. They also advise that the SINC boundary along the Manuel Burn should be re-evaluated to include areas north and south of the burn.	Proposed response: The Council acknowledges that it may not be possible to achieve a overarching management plan for all parts of the woodland. This would only be done in agreement with landowners, or where woodland was in the control of developers. The Council periodically re-evaluates local designations and notes the comments around the ecological value of the southern bank of the SINC. Proposed change: Delete landscape component (2) of paragraph 3.2.2 and replace with “ <i>The woodland along the eastern edge of Parkhall Farm which should be retained and, where possible, brought under management in conjunction with site H45. Southern parts of this woodland are associated with, and are within the ownership and curtilage of, South Lodge which may restrict the scope of management.</i> ”
Owners of Parkhall Nursery (represented by Montagu Evans LLP)	The respondent does not support the inclusion of play provision in H45(N). This would be best located elsewhere.	Proposed response: Following on from the adoption of the Council’s Open Space Strategy, the accessibility requirements for proximity to play provision are now 800m. Almost all of the Development Framework area now falls within this accessibility threshold.

		<p>Proposed change: Amend Map 5 Development Framework Plan to delete requirement for play provision.</p> <p>Replace para 3.2.7 with “ <i>Passive open space will be incorporated within each of the development sites. The main focus for active open space such as equipped play areas and sports pitches will be on improvements to off-site facilities through developer contributions.</i>”</p> <p>Delete requirement for on-site play provision in site requirements for H45(N) and H48.</p>
	The respondent wished to oppose the 10m buffer along the Manuel Burn corridor on the basis that there are already existing properties within this distance and that the burn is of limited ecological value.	<p>Proposed response: The burn corridor is a locally-designated ecological site (Site of Importance for Nature Conservation) and part of the Falkirk Green Network. As such the land requires to be protected from development, and managed/enhanced in conjunction with the SGA sites.</p> <p>Proposed change: None.</p>
ISSUE: Historic Environment		
Historic Environment Scotland	We welcome the consideration of historic environment features within this document. These include The Haining (Formerly Parkhall) B-listed building (LB15315) and associated designed landscape located adjacent to the Strategic Growth Area. In particular, we note the developer requirement for Site H47 to respect the setting of the B-listed building and undertake an assessment of impacts to the listed building and landscape.	<p>Proposed response: Support noted.</p> <p>Proposed change: None</p>
	We would also recommend making reference to Falkirk Council’s supplementary guidance SG16: Listed Buildings and Unlisted Buildings in Conservation Areas as this contains design advice on setting and new development. Historic Environment Scotland has also issued a new managing change guidance note on Setting	<p>Proposed response: Reference to SG16 included as appendix in document. SG16 also contains a link to the Managing Change series of guidance produced by HES.</p> <p>Proposed Change: None.</p>

	(https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549).	
ISSUE: Education and Community Facilities		
Resident of Haining Grove	The respondent supports the requirement for an extension to Maddiston PS. However, there is an overall lack of community facilities to benefit village as a whole, and residents are required to travel further afield for services. The Maddiston Fire Station would be a more logical site in that housing and community facilities could both be accommodated on the site.	<p>Proposed response: Where there is an identified need for additional new community facilities, LDP policy INF02 requires developers to contribute to new facilities where development will create or exacerbate deficiencies in, or impose significantly increased burdens on, existing infrastructure.</p> <p>Concerns have been raised around available provision in Maddiston Community Centre, and this is being monitored. The Development Framework (Section 3.5.3-3.5.5) sets out the policy position.</p> <p>Proposed response: None</p>
Thomas Miller, owner of South Lodge, Parkhall	There is an overall lack of community facilities to benefit village as a whole, and residents are required to travel further afield for services. The requirement for Community facilities should be explicit for each development site.	<p>Proposed response: Where there is an identified need for additional new community facilities, LDP policy INF02 requires developers to contribute to new facilities where development will create or exacerbate deficiencies in, or impose significantly increased burdens on, existing infrastructure.</p> <p>Concerns have been raised around available provision in Maddiston Community Centre, and this is being monitored. The Development Framework (Section 3.5.3-3.5.5) sets out the policy position.</p> <p>Proposed response: None</p>
Resident of Gannel Drive, Maddiston	Would not support 'huts' in lieu of a permanent extension to the school. Maddiston also has a lack of community and emergency infrastructure.	<p>Proposed response: The Development Framework and LDP Policy requires developers to contribute to a permanent extension to Maddiston Primary School.</p> <p>Where there is an identified need for additional new community facilities, LDP policy INF02 requires developers to contribute to new facilities where development will create or exacerbate deficiencies</p>

		<p>in, or impose significantly increased burdens on, existing infrastructure.</p> <p>Concerns have been raised around available provision in Maddiston Community Centre, and this is being monitored. The Development Framework (Section 3.5.3-3.5.5) sets out the policy position.</p> <p>Proposed change: None.</p>
Resident of Kings Seat Place, Maddiston	Does not support development on the basis that primary and secondary schools are at capacity. The sites for new schools need to be identified in the plans. There is also lack of capacity at GP surgeries.	<p>Proposed response: The Development Framework and LDP Policy INF05 require developers to contribute to a permanent extension to Maddiston Primary School. Policy INF06 and SG11 require contributions to healthcare provision only where there is an identified capacity issue, exacerbated by new development. NHS Forth Valley advise that the Polmont area, including Maddiston currently has capacity.</p> <p>Proposed change: None</p>
Scottish Fire and Rescue Service	Consider that the Development Framework should provide more clarity on how projected school rolls relate to site phasing and delivery. They also seek assurance that housing within the Maddiston Fire Station Site can be accommodated within school capacity at Maddiston Primary.	<p>Proposed response: The sites in the LDP can be accommodated at Maddiston Primary, through a permanent extension to the school. The Council cannot provide certainty as part of this process as to whether development at Maddiston Fire Station can be accommodated. This would be dependent on projections at the time of any application. Further assessment of school capacity is taking place in the context of the LDP2 Main Issues Report.</p> <p>Proposed change: None.</p>
	The Development Framework provides limited certainty on the requirement to provide community facilities within the local area, what form will be required, or the threshold at which new facilities will be required. The Development Framework should be clearer on this.	<p>Proposed response: The position with regard to community facilities and the need for development to contribute to them is set out in the Development Framework (Section 3.5.3-3.5.5).</p> <p>Proposed change: None.</p>
Manor Forrest	Welcome the requirement for developer contributions from	Proposed response: The Development Framework does not identify

	new development. The most logical location for new facility would be accessed directly from roundabout east of Glendevon Drive with pedestrian links from Barratt site and recent housing allocations.	the need for a new community facility, with the focus instead being on the improvement of the existing facility, assisted by developer contributions where appropriate The Council is monitoring capacity issues at the community centre. Proposed change: None
ISSUE: Road Network and Pedestrian/Cycle Connectivity		
Local Resident, address not given.	The proposed developments should be cycle and pedestrian friendly including upgrading at reasonable cost existing roads around the area.	Proposed response: The Development Framework aims to maximise potential for new pedestrian and cycle provision by linking new development with the existing path network. Developers are also required to contribute proportionally to upgrading of the existing path network. There is also the requirement for developers to upgrade the existing road network where necessary. Proposed change: None.
Resident of Gannel Drive	There are concerns around road safety and parking constraints at the school. New development will exacerbate this.	Proposed response: The principle of development of the sites is already established in the LDP. The school will easily accessible on foot from the various sites and so should not necessarily exacerbate existing issues. Proposed change: None.
Local Resident, Haining Grove	The respondent strongly resists the proposed path link to Maddiston hHgh Road. This is due to concerns with anti-social behaviour and security of residents. They seek assurance that there would be a buffer and increased landscaping.	Proposed response: The relationship between the core path and the rear garden fences of the original Toravon Farm Development will require careful consideration in terms of security and residential amenity. Proposed change: Amend site requirements (Access and Drainage) of H48 and insert additional requirement as follows: <i>“ The core path provision will be required to address the residential amenity of the existing properties and their eastern boundaries.”</i>
	A particular area of concern is Manor Wynd, and the gradient, plus visibility issues relating to the junction with Vellore Road. Gradient is a particular issue in winter, when	Proposed response: Comments regarding the gradient of Manor Wynd noted. Whilst the road is steep, the issue is related primarily to the Council’s gritting service, and would not be exacerbated by

	many cars are unable to drive up Manor Wynd with snow and ice.	additional new development. Improvements will be required as part of new development to improve visibility and traffic management along Vellore Road, and the points of access to individual development sites. Proposed change: None.
Thomas Miller, Owner of South Lodge, Parkhall	Raises concerns about the gritting regime around Parkhall and Manor Wynd. Cars require to park along Vellore Road in winter due to snow and ice.	Proposed response: Comments regarding the gradient of Manor Wynd noted. Whilst the road is steep, the issue is related primarily to the Council's gritting service, and would not be exacerbated by additional new development. Proposed change: None.
Persimmon Homes	2.5.4 –There are localised pressures within the existing road network, in particular affecting the B805 junction with Vellore Road, and the road network around Maddiston Primary School at peak times. In relation to Paragraph 2.5.4, this paragraph should be amended in order to make clear that the capacity of the surrounding network (particularly the B805 junction with Vellore Road) should be assessed in any relevant Transport Assessments.	Proposed response: The Development Framework highlights the capacity issues within the local road network. Regarding matters to be addressed in any Transport Assessment (including junction capacity), this would be scoped at pre-application stage. Proposed response: No change.
	Paragraph 3.3.2 is erroneous. Designing Streets is a national Policy document and the Roads Development Guide (RDG) is guidance. The RDG makes this clear on the last page. Given the importance the RDG places on Designing Streets it should be made clear that this is a national policy document that the Council expects design and roads solutions to adhere to throughout the MEDF area.	Proposed response: It is accepted that Designing Streets is policy, not guidance. Proposed change: Amend paragraph 3.3.2 to state that the documents have been “adopted by the Council as policy and guidance for the development of new streets in the area”
	Improvements to Vellore Road should be seen in the context of Designing Streets. Vellore Road is similar in width/nature to streets that would be created in development parcels	Proposed change: Comment noted. Nonetheless, constraints on Vellore Road will require to be investigated and addressed by new development accessing on to it.

	under Designing Streets guidance.	Proposed change: None
	Transport Assessments are discussed in relation to establishing the extent of off site improvements. The words “and/or contributions” should be inserted between “improvements” and “required”.	Proposed response: Site requirements table reads “Developer contributions required for education and local path network upgrade, and potentially also community facilities and off-site road network improvements as required.” This is considered to be clear. Proposed change: None
ISSUE: Flooding and Drainage		
Resident of Brightons	There is a concern that further development in the Braes is exacerbating flooding on Main Street, Brightons and causing additional traffic congestion.	Proposed response: Sites within the Development Framework Area will be required to undertake a Drainage Impact Assessment. In addition, Scottish Water, in partnership with Falkirk Council have undertaken an Integrated Catchment Study in response to ongoing flood risk, and to address specific localised flood events. Individual sites will also be required to undertake a Flood Risk Assessment. In relation to traffic congestion, sites will be required to individually undertake further transport assessment to identify mitigation and required network improvements. Proposed change: None
Local Resident, address not given.	Top soil seems to have been extracted to such an extent as to make the gardens in Gannel Drive and elsewhere on the estate prone to flooding.	Proposed response: Comment noted. Sites within the Development Framework Area will be required to undertake a Flood Risk Assessment. In addition, Scottish Water, in partnership with Falkirk Council have undertaken an Integrated Catchment Study in response to ongoing flood risk, and to address specific localised flood events. Proposed change: None
Manor Forrest Ltd	H44 and H46 have existing rights to drain into Manuel Burn. The part of the burn which H45 North and South plus the Haining is under separate ownership and agreement will need to be sought.	Proposed response: Comment noted. Sites within the Development Framework Area will be required to undertake a Flood Risk Assessment. In addition, Scottish Water, in partnership with Falkirk Council have undertaken an Integrated Catchment Study in

	The previous Garden Centre has caused silting up, and now causes flooding issues.	<p>response to ongoing flood risk, and to address specific localised flood events.</p> <p>Proposed change: None</p>
Thomas Miller, owner of South Lodge, Parkhall.	The Development Framework should be updated to include specific assessment of flooding further downstream i.e. outside the land occupied by developments in question. In the last several years the burn has already straightened its course at several points due to the volume of water now entering it from new developments, this will be exacerbated by these new proposals .	<p>Proposed response: Comment noted. Sites within the Development Framework will be required to undertake a Flood Risk Assessment. This will assess address flood risk and mitigation for the site, and also impacts downstream.</p> <p>Proposed change: None.</p>
Scottish Water	Delete Paragraph 2.7 and replace with “ ‘Scottish Water have confirmed that there are some issues with the hydraulic capacity in the drainage infrastructure in specific locations Maddiston, Brightons and Polmont areas which has resulted in some localised flooding incidents. The Developer should contact Scottish Water as early on as possible to submit a Pre Development Enquiry Developer to (PDE) Form which can be found on our website (www.scottishwater.co.uk) and is free to submit to our Customer Connections Team. It is likely that a full Drainage Impact Assessment will be required and will determine what (if any) network upgrades are required to allow development to proceed.	<p>Proposed response: Partially accepted. It is important to provide some further clarification on the historical issues and the Integrated Catchment study.</p> <p>Proposed response: Insert additional section to para 2.7.3 <i>“Scottish Water have confirmed that there is sufficient capacity in the Kinneil Kerse Waste Water Treatment Works to serve this development. However, they have confirmed that there is an issue with hydraulic incapacity of the drainage network in specific locations in the Maddiston, Brightons and Polmont areas which has resulted in some localised flooding incidents.”</i></p> <p>Insert new paragraph 3.4.3: <i>“The Developer should contact Scottish Water as early as possible to submit a Pre Development Enquiry Developer to (PDE) Form which can be found on their website (www.scottishwater.co.uk) and is free to submit to their Customer Connections Team.”</i></p>
Scottish Environment Protection Agency (SEPA)	Comments from pre-draft Development Framework remain the same. SEPA note that their advice has been incorporated in the Supplementary Guidance and that a Flood Risk Assessment has been added as a requirement for this area. We also note that a Drainage Impact Assessment	<p>Proposed response: These comments were reflected within the previous draft document.</p> <p>Proposed change: None.</p>

	has been required.	
ISSUE: Design and Layout		
Thomas Millar, Owner of South Lodge	Any developments on site H45(S) will have a major impact in terms of access, amenities, quality of life, noise levels etc., and therefore its position as an immediate neighbour should be highlighted here, and taken into consideration alongside all the other properties mentioned.	<p>Proposed response: Comment accepted. The Development Framework will require additional planting along the eastern edge as part of H45(S).</p> <p>Proposed change: Insert additional bullet point in Section 4: Site requirements for H45(S) as follows: <i>“Additional planting along the eastern boundary will also safeguard the amenity of adjacent residential receptors.”</i></p>
Persimmon Homes	The potential for houses which back on to the burn corridor with H45(S) should not be discounted and the above paragraph should therefore be amended or removed. An appropriate development in urban design terms compliant with Designing Streets and other relevant guidance could be provided which incorporates housing backing onto this area potentially incorporating low level boundary treatments, natural surveillance, and enhanced finishes and avoiding vehicular traffic parked or facing this area thus retaining the natural character of the SINC.	<p>Proposed change: Comment not accepted. Development should maximise the setting of the SINC, and development which backs on to the SINC would not be supported in design terms.</p> <p>Proposed change: None.</p>
ISSUE: Neighbour Notification Arrangements		
Resident of Glendevon Drive, Maddiston	The map contained within the neighbour notification letter was unclear.	<p>Proposed response: The Council acknowledges that the map on the letter lacked overall context of the sites within the wider area and that, post-printing the graphic could have been more clear. The letter did contain a description of the aims of the Development Framework and directed recipients to the relevant part of the Council’s website.</p> <p>Proposed change: None.</p>
Local resident, no address given.	The map was not of a sufficient quality to enable scrutiny	Proposed response: The Council acknowledges that the map on the letter lacked overall context of the sites within the wider area and

		<p>that, post-printing the graphic could have been more clear. The letter did contain a description of the aims of the Development Framework and directed recipients to the relevant part of the Councils website.</p> <p>Proposed change: None.</p>
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