

**FALKIRK COUNCIL**

**Subject: BANKNOCK AND HAGGS SPECIAL INITIATIVE FOR  
RESIDENTIAL LED REGENERATION: DEVELOPMENT  
FRAMEWORK ALTERATION**  
**Meeting: EXECUTIVE**  
**Date: 13 JANUARY 2015**  
**Author: DIRECTOR OF DEVELOPMENT SERVICES**

**1. INTRODUCTION**

- 1.1 A report on the Consultative Draft Development Framework Alteration for the Banknock and Haggs Special Initiative for Residential Led Regeneration was presented to the Executive on 19<sup>th</sup> August 2014.
- 1.2 Following consideration, it was agreed that officers undertake consultation and report back in due course. This report sets out the results of the consultation and recommends, subject to the changes proposed as a result of the consultation process outlined in Appendix A of this report, that the Development Framework Alteration be approved as Supplementary Planning Guidance.

**2. CONSULTATION PROCESS**

- 2.1 The consultation period ran from 20<sup>th</sup> August 2014 – 19<sup>th</sup> September 2014. A covering letter with an enclosed copy of the Consultative Draft Development Framework Alteration was sent to:
  - 10 affected landowners and developers
  - 4 local Members;
  - Banknock, Haggs and Longcroft Community Council; and
  - Transport Scotland.
- 2.2 At the request of the Community Council, an officer from the Council's Development Planning team provided a detailed explanation of the proposed alteration at its meeting of 28<sup>th</sup> August 2014.

**3. CONSULTATION RESPONSES**

- 3.1 In total 5 separate responses were received on the Consultative Draft Development Framework Alteration. Written comments were received from the following:
  - the Community Council;
  - Councillor Blackwood;
  - Transport Scotland;

- I & H Brown Ltd., owners of the Banknock North site (Local Plan ref: H.B&B16); and
  - Anderson Strathearn, agents of the owners of the Coneypark site (Local Plan ref: H.B&B13).
- 3.2 Details of comments received and proposed responses to them are set out in Appendix A. A summary of the important points raised is given below.

#### Banknock, Hags and Longcroft Community Council

- 3.3 The Community Council asked to be provided with more detail of the updated traffic flow data along the A803 and stated that the M80 sliproad junctions should have been upgraded by Transport Scotland as part of the A80 upgrade.
- 3.4 They also sought the provision of a number of features which are already proposed by the Development Framework's Conceptual Strategy:
- The provision of good safe pedestrian arrangements across the A803; and
  - The upgrading of the roundabout at the junction of Bog Road and the A803
- 3.5 A number of points were raised which were not directly related to the proposed Development Framework Alteration seeking changes to the Development Framework's Conceptual Strategy as follows:
- The provision of a pedestrian crossing at Coneypark;
  - The provision of a football park within the Banknock North site; and
  - The deletion of proposed new ponds on the former Cannerton Refuse Tip
- 3.6 In addition, the Community Council also raised a number of points which had no relation to the Development Framework Alteration:
- Wyndford Road should be re-opened to help reduce traffic through Banknock;
  - HGV traffic from the new Tomfyne Quarry should be well regulated; and
  - Japanese Knotweed on a road verge to the North of the former Cannerton Tip should be eradicated.

#### Councillor Blackwood

- 3.7 Councillor Blackwood expressed doubt that traffic along the A803 had actually reduced significantly since the upgrade of the A803
- 3.8 He also related a view in the local community that the sliproad upgrading should be progressed sooner rather than later and that the delay proposed by the Development Framework Alteration benefitted the developers of the Banknock North site only.

### Transport Scotland

- 3.9 Transport Scotland confirmed that it did not object to the proposed Development Framework Alteration, however sought clarification regarding which developer or mechanism is likely to deliver the sliproad junction upgrading works and indicated that prior approval from Transport Scotland would still be required.

### I & H Brown Ltd.

- 3.10 I&H Brown Ltd. indicated acceptance of the infrastructure arrangements in principle as set out in the Development Framework Alteration.
- 3.11 Assurances were sought that planning obligations negotiated as part of their 'minded to grant' planning application for the development of the Banknock North Site (P/10/0360/PPP) would not be affected by references to updated planning policy set out in the Development Framework Alteration.
- 3.12 Clarification was also sought that the cost of sliproad junction upgrading would include necessary land and affected property acquisition costs and that planning obligation costs had been taken into account in ongoing land acquisition negotiations.

### Anderson Strathearn

- 3.13 Anderson Strathearn indicated that their clients were supportive of the proposed Development Framework Alteration subject to the developer contributions sought being reasonable and proportionate and in accordance with Circular 3/2012 – Planning Obligations etc.

## **4. PROPOSED RESPONSES AND CHANGES TO THE DEVELOPMENT FRAMEWORK**

- 4.1 Detailed proposed responses to comments raised during consultation and consequent proposed modifications to the Development Framework Alteration are detailed within Appendix A of this report. A summary of proposed responses and modifications is given below:

### Banknock Haggs and Longcroft Community Council

- 4.2 Transport Planning's automatic traffic counter on the A803 Kilsyth Road, west of Banknock confirms that the upgrade of the M80 has led to a significant reduction in the traffic flows along the A803 corridor in this area. Prior to the M80 works being completed (pre 2011), the 7 day average traffic flow was around 8000 vehicles per day. This figure had dropped to around 6000 vehicles per day after the completion of the M80 works in 2011, a reduction of around 2000 vehicles per day or 25%.

- 4.3 Transport Scotland, in response to the Community Council, has confirmed that the M80 sliproads at Haggs junction were upgraded during the M80 Motorway works. Also that works to both the side road network and the slip roads may be necessary dependent on, and as a consequence of, the scale of development proposed by the Development Framework and consider that delivery would be the responsibility of the partners to the Development Framework (Falkirk Council, I&H Brown Ltd. and JB Bennett Ltd).
- 4.4 The Development Framework Concept Plan already proposes the creation of five reconfigured junctions along the A803 which can be designed to accommodate pedestrian crossing facilities. A masterplan for the development of the Banknock North site has been approved as part of planning application for the development of the site (application reference P/10/0360/PPP). This masterplan proposes the introduction of 8 new pedestrian crossings across the A803. There is therefore no need to change the Development Framework.
- 4.5 The Development Framework Concept Plan already proposes that the junction of Bog Road with the A803 will be the location of the western access point to the Banknock North site and proposes a new reconfigured junction. There is therefore no need to change the Development Framework to accommodate the Community Council's suggested change. It should be noted that the approved masterplan for the Banknock North site is at odds with the Development Framework Concept Plan showing the western access point to the site a short distance east of Hollandbush Avenue's junction with the A803. However, the Council's preferred access strategy for the site remains that the western access point to the Banknock North site should be formed from a reconfigured junction where Bog Road meets the A803.
- 4.6 One of the purposes of the Development Framework was to set out the infrastructure upgrading necessary to accommodate the development of up to 750 new houses in Banknock and Haggs. This was assessed by a Transport Assessment which broadly outlined the mitigation measures on the road network that would be necessary. The specific introduction of an additional pedestrian crossing facility at the western end of the A803 corridor in the vicinity of Coneypark was not considered by the Transport Assessment. Instead, it is envisaged that the need for a crossing in this general location could perhaps be considered when the individual site at Banknock South (H07) comes forward through the planning process. There is therefore no need to change the Development Framework.
- 4.7 The Development Framework does not require the provision of a new football park within the Banknock North site. A masterplan for the development of the Banknock North site has been approved and does not propose the provision of a new football park. It is considered to be unreasonable to fundamentally alter the Development Framework at this late stage and, given the planning status of the Banknock North application, a change to the Development Framework Concept Plan would be likely to prove ineffective.

- 4.8 The Banknock North development is 'minded to grant' subject to the signing of a Section 75 legal agreement which will ensure that £135,640 (less the cost of on site play equipment) is made available for the upgrade and enhancement of existing recreational facilities in the local area. An option could be to re-instate the football pitch at Hollandbush Park, but this is currently occupied by the multi use games area. Additionally a Section 75 legal agreement associated with the housing site at Auchincloch Drive has secured £22,500 towards the improvement of Hollandbush Park.
- 4.9 The additional points raised by the Community Council outlined previously at paragraph 3.6 have no relation to the Development Framework and cannot therefore be addressed by the Development Framework Alteration. Responses to these points can be seen in Appendix A.

#### Councillor Blackwood

- 4.10 Details of the scale of traffic reduction along the A803 in Banknock and Haggs are given in paragraph 4.2 above.
- 4.11 The changes to the Development Framework will work to enhance the viability of the Special Initiative for Residential led Regeneration in Banknock and Haggs. Enhancing the viability of the development will increase the likelihood of delivering the substantial regeneration benefits associated with it. The proposed Development Framework Alteration should therefore be of benefit to both the developers of the sites covered by it and the community of Banknock and Haggs.

#### Transport Scotland

- 4.12 The details of how the works will ultimately be delivered will need to be agreed with appropriate landowners and the Council. This will require prior approval from Transport Scotland at the appropriate time.

#### I & H Brown Ltd.

- 4.13 A planning application for the development of the Banknock North site achieved 'minded to grant' status on 7th March 2012 subject to the successful conclusion of a Section 75 legal agreement. Negotiation of that legal agreement is currently ongoing. If negotiation concludes and the agreement is signed then planning permission will be issued in accordance with the conditions set out in the report to Planning Committee. However, if the proposed masterplan is altered for any reason, the planning permission would be subject to any subsequent report approved by the Planning Committee.
- 4.14 The need for the total cost of sliproad junction upgrading to include necessary land and property acquisition costs is accepted and it is proposed to make changes to the Development Framework Alteration to clarify this.
- 4.15 Planning obligation costs have not been taken into account in ongoing land acquisition negotiations. Property Services have always been clear that such obligations would be matters for the developer(s) of the site and not for the Council as current landowner. An in principle agreement has been reached on a

price for the phased purchase of Council held land assets with I & H Brown Ltd. No changes to the Development Framework Alteration are therefore recommended to address these comments.

#### Anderson Strathearn

- 4.16 Any planning obligations secured in association with the development of the Coneypark site (Local Plan reference H.B&B.13) already require to be proportionate and in accordance with Circular 3/2012 – Planning Obligations etc. No changes to the Development Framework Alteration are necessary to achieve this.

### **5. THE NEXT STEPS**

- 5.1 Should the Development Framework Alteration be approved it will comprise Supplementary Planning Guidance and will be a material consideration in the determination of any planning application for housing development along the A803 Corridor between Coneypark and Dennyloanhead.
- 5.2 It is understood that, once Section 75 legal agreement negotiations in relation to the current ‘minded to grant’ planning applications at Banknock North (P/10/0360/PPP) and Dennyloanhead (P/09/0508/OUT) have concluded, applications for limited first phases of housing development will be pursued at both sites.

### **6. RECOMMENDATION**

- 6.1 **That the Executive agrees the proposed responses and modifications contained in the Appendix to this report and approves the modified Banknock and Haggs Special Initiative For Residential Led Regeneration: Development Framework Alteration, as Supplementary Planning Guidance.**

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**Director of Development Services**  
30<sup>th</sup> December 2014

Contact officer: Danny Thallon, Planning Officer, ext 4927

### **LIST OF BACKGROUND PAPERS**

1. Development Framework for the Banknock and Haggs Special Initiative for Residential Led Regeneration.
2. Consultative Draft Development Framework Alteration for the Banknock and Haggs Special Initiative for Residential Led Regeneration.

Any person wishing to inspect the background papers listed above should contact Danny Thallon on 01324 504927.

## APPENDIX A

### Summary of Comments received to the Consultative Draft Development Framework Alteration and proposed Council Responses.

Respondent	Comment	Proposed Response	Detail of Modification
Transport Scotland.	The proposed alterations are consistent with previous discussions and assessment of pre-slip road improvement development and, on this basis, Transport Scotland does not object to the proposed alterations	Noted.	None proposed.
Transport Scotland.	It is noted that paragraph 5.6.9.3 states it is not anticipated that the improvement works to M80/A803 sliproad junctions will be undertaken by Falkirk Council. We would seek clarification from the Council regarding which developer or mechanism it assumes is likely to deliver the works and would remind the Council that prior approval is required from Transport Scotland.	The details of how the works will ultimately be delivered will require to be agreed between appropriate landowners and the Council. We note that this will require prior approval from Transport Scotland so will liaise with them at the appropriate time.	None proposed.
I & H Brown Ltd.	I & H Brown Ltd. in respect of site MO3 Banknock North, should be able to rely on all previously approved Supplementary Planning Guidance, policies, strategies, contribution arrangements and Circulars, all as set out in the approved Banknock and Haggs SIRR Development Framework of June 2009. Can it be confirmed that the site MO3 will be bound in planning terms by the recommendations as set out in the 'minded to grant' planning permission in principal dated 7 March 2012?	The planning application for the development of the Banknock North site achieved 'minded to grant' status subject to the successful conclusion of a Section 75 legal agreement. Negotiations surrounding that legal agreement are currently ongoing. If negotiations conclude and the S75 is signed then planning permission will be issued bound by the conditions set out in the report to planning committee dated 7 <sup>th</sup> March 2012.	None proposed.



		It is understood however that I&H Brown Ltd. are promoting a change to the approved masterplan for the development which may need to be reported back to the Planning Committee. There remains the possibility that the conditions and Section 75 legal agreement terms may need to be reviewed in light of the proposed changes to the masterplan. It should be clarified however that it is not intended to change the basis upon which the financial contributions were calculated, which will remain as set out in the original Development Framework rather than the 2014 Alteration.	
I & H Brown Ltd.	The infrastructure arrangements in principle as set out in the Development Framework Alteration are accepted.	Noted	None proposed.
I & H Brown Ltd.	Further detail is required in order to agree the infrastructure costs and the relevant percentages. A meeting to discuss this matter is requested.	Officers met I&H Brown Ltd. on 10 <sup>th</sup> October to discuss this matter and details of infrastructure costs and the relevant percentages were subsequently agreed.	None proposed.
I & H Brown Ltd.	The infrastructure and education contribution costs due in time from Falkirk Council in respect of site MO3 have not been taken into account so far in our ongoing land acquisition arrangements. Can it be confirmed that Falkirk Council will place these elements of the cost, into the existing holding fund on conclusion of missives.	Property Services have reached an in principle agreement on a phased purchase price with I & H Brown Ltd. and do not anticipate any further change to this.  Such contributions would be matters for the developer(s) of the site and not for the Council as current landowner.	None proposed.

		This is consistent with the approach previously taken in respect of similar development site disposals.	
I & H Brown Ltd.	In paragraph 2.2.1 the reference to “a new local centre” should be clarified.	The role of a local centre is defined at figure 3.3 of the Local Development Plan as to serve the smaller towns and suburbs in terms of top-up shopping and limited local services.	None proposed.
I & H Brown Ltd.	Paragraph 5.6.7 should state that infrastructure costs include necessary land and affected property acquisition costs as set out in 5.6.8 of the Framework. Where land and property has been acquired this should be treated as a payment in respect of the per unit contributions required towards the infrastructure costs.	Noted. This will be clarified	Reword the 2 <sup>nd</sup> sentence of paragraph 5.6.7 to read: “This proposal notes that upgrades (which include physical works as well as any necessary land acquisition costs) are to be funded by developer contributions from impacting sites.”
I & H Brown Ltd.	Paragraph 5.6.9.1 should indicate that contributions are to include necessary land acquisition costs as per 5.6.9 of the agreed Framework.	Noted.	This will be clarified as above.
I & H Brown Ltd.	Paragraph 5.6.9.2 percentage contributions to be agreed.	Meeting with I&H Brown on 10 <sup>th</sup> October agreed these percentage contributions.	None proposed.
I & H Brown Ltd.	Paragraph 5.6.9.5 cost for M80 slip roads to be agreed and to include land and property costs.	Noted. This has been clarified at paragraphs 5.6.7 and 5.6.9.1 through insertion of revised text. Further clarification is considered unnecessary.	None proposed.
I & H Brown Ltd.	Paragraph 5.7.7 - Banknock North SIRR exceeds Council’s open space requirements therefore any compensation for the Sports Hall should be accommodated in other sites	The planning application for the Banknock North site already proposes the annexation of the open space to the north of Bankier Primary School into the school grounds and	None proposed.

	and not MO3 Banknock North.	compensates for this through provision of new open space as part of the Banknock North site.	
I & H Brown Ltd.	Paragraph 5.14.11 - agreed to fund £1,000/unit towards Denny High School as set out in the approved Framework and in PPP 7/3/2012 not £2,100 as set out in the Alteration.	<p>As noted previously, it is not our intention to change the terms of the Section 75 legal agreement set out in the planning committee report dated 7<sup>th</sup> March 2012.</p> <p>The Development Framework Alteration has been written to bring its policy context up to date with the Local Development Plan. In the event that the Section 75 legal agreement is not signed for the Banknock North site and planning permission is not issued, any new planning application submitted would be assessed against the Development Framework Alteration rather than the 2009 Development Framework</p>	None proposed.
I & H Brown Ltd.	Paragraph 5.15.10 - The proposed “Energy Statement” is not agreed with. I & H Brown Ltd. will comply with 5.12 Energy Use as set out in the Framework	<p>This highlights the need for section 5.12 of the Development Framework to be updated as it does not reflect Local Development Plan policy.</p> <p>The Development Framework Alteration has been written to bring its policy context up to date with the Local Development Plan. In the event that the Section 75 legal agreement is not signed for the Banknock North site and planning permission is not issued, any new planning application submitted would be</p>	<p>Delete paragraph 5.12.1 – 5.12.3 of the Development Framework and replace with:</p> <p><b>Low and Zero-carbon Policy Requirements</b>  5.12.1 Policy D04 of the Falkirk Local Development Plan requires that all new buildings must achieve a minimum of 10% of the carbon dioxide emissions reduction standards</p>

		<p>assessed against the Development Framework Alteration rather than the 2009 Development Framework</p> <p>Condition 5 of the minded to grant committee report sets out that: <i>“Prior to, or with, submission of the first application for the approval of Matters Specified in Conditions, the following site-wide details shall be submitted for the written approval of this Planning Authority:-</i>  <i>(a) An Energy Framework/ Strategy”</i></p> <p>This is the condition that will require to be complied with.</p>	<p>(as set by the Scottish Building Standards) through the use of Low and Zero Carbon Generating Technologies (LZCGTs). The policy is in place to ensure that Falkirk Council is meeting the requirements of the Climate Change (Scotland) Act 2009. As a result, new buildings (domestic and non-domestic) are required to meet at least the ‘Bronze Active’ sustainability labelling as set out in Section 7 of the current Building Standards Handbook. Supplementary Guidance on Low and Zero Carbon Development will set out in more detail how the requirements of Policy D04 can be achieved.</p> <p>5.12.2 Examples of technologies which would be eligible to meet terms of the policy include;</p> <ul style="list-style-type: none"> <li>• Micro/small scale wind turbines</li> <li>• Solar and Photovoltaics</li> </ul>
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			<ul style="list-style-type: none"> <li>• Micro-hydro</li> <li>• Air, water, or ground source heat pumps</li> <li>• Biomass</li> <li>• Combined heat and power</li> </ul> <p>5.12.3 Applications should be accompanied by an Energy Statement which includes the following:</p> <ul style="list-style-type: none"> <li>• Calculations showing that a minimum of 10% of the reduction in carbon emissions as required by Building Standards has been achieved from LZCGT;</li> <li>• Overview of proposed technologies utilised to meet the above requirement or a justification why technical on-site constraints limit the inclusion of LZCGT;</li> <li>• Feasibility assessment for decentralised energy</li> </ul>
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			<p>generation though combined heat and power (CHP) and district heating;</p> <ul style="list-style-type: none"> <li>• Demonstration that the design and layout of the development seeks to minimise energy requirements through harnessing solar gain and natural shelter.</li> </ul> <p><b>Embedded Sustainability Provision</b></p> <p>5.12.4 This Development Framework promotes wider provision of sustainability measures within masterplanning and design by embedding best practice within site and layout design. A number of mechanisms exist to allow developers to develop appropriate design responses whilst encouraging better levels of environmental performance and adaptability. As a major, strategic growth area, the opportunity exists for exemplar</p>
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			<p>development and a demonstration of best practice through sustainable design.</p> <p>5.12.5 Developers will be encouraged to consider the use of the Building Research Establishment (BRE) BREEAM/EcoHomes methodology to assess performance and to bring forward innovative new measures. This should include:</p> <ul style="list-style-type: none"> <li>• <b>Integration of SUDS and Biodiversity -</b> Early design integration to secure nature conservation benefits through sustainable urban drainage.</li> <li>• <b>Integration of SUDS and Climate Change -</b> Provision of measures to reduce storm water flows with porous surface pavings; household provision of</li> </ul>
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			<p>water butts; provisions for grey water recycling etc.</p> <ul style="list-style-type: none"><li>• <b>Green Networks, Landscape, Gardens and Biodiversity -</b> Ensuring greenspace, public realm and gardens support biodiversity and habitat development with native plant assemblages and good connectivity.</li><li>• <b>Energy, Climate Change and Renewables -</b> Ensuring buildings maximise passive solar gains, comply with, and exceed current building standards, and ensuring that other emerging best practice and opportunity is captured for exemplar and pilot schemes.</li><li>• <b>Waste Management -</b> Ensuring provision for</li></ul>
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			<p>neighbourhood waste management and supporting measures for recycling and composting.</p> <ul style="list-style-type: none"> <li>• <b>Green Materials</b> - Ensuring building specifications and detailing have regard to environmental impacts and all material specifications are rated C or above in the BRE Green Guide to Housing Specification, unless otherwise agreed.</li> </ul>
Councillor Jim Blackwood.	Traffic on the A803 does not appear to have reduced a great deal with the upgrade of the A80 and there is a view that the upgrade to the slip road from the A803 on to the M80 should be progressed sooner than later.	Transport Planning's automatic traffic counter on the A803 Kilsyth Road, west of Banknock confirms that the upgrade of the M80 has led to a significant reduction in the traffic flows along the A803 corridor in this area. Prior to the M80 works being completed (pre 2011); the 7 day average traffic flow was around 8000 vehicles per day. This figure had dropped to around 6000 vehicles per day after completion of the M80 works in 2011, a reduction of around 2000 vehicles per day or 25%.	None proposed.

		The Transport Planning Unit and Transport Scotland have agreed that limited additional development along the A803 corridor between Coneypark and Haggs will be able to take place prior to the upgrading of the M80 J7 slip roads junctions with the A803 in Bannock and Haggs.	
Councillor Jim Blackwood.	I & H Brown Ltd. see the development of the Cannerton site starting next year. The super quarry at Tomfyne has its planning application granted and could come on stream sooner than later. This will add to the current traffic on this road. Local community opinion was this delay was solely for the benefit of developers.	By allowing some development to come forward on development sites along the A803 corridor in advance of slip road junction upgrading, the viability of those development sites will be improved as receipts from initial house sales will be able to cross fund the cost of slip road junction upgrading. Improving the viability of development sites is seen as key to ensuring that the regeneration of Banknock and Haggs is realised.	None proposed.
Colin Potter and Clive Cooke.	Supportive of this proposal subject to the developer contributions sought being reasonable and proportionate and in accordance with Circular 3/2012 – Planning Obligations etc.	Noted.	None proposed
Banknock, Haggs and Longcroft Community Council.	Any data on updated traffic flows would be welcomed.	Transport Planning's automatic traffic counter on the A803 Kilsyth Road, west of Banknock confirms that the upgrade of the M80 has led to a significant reduction in the traffic flows along the A803 corridor in this area. Prior to the M80 works being completed (pre 2011);	None proposed.

		the 7 day average traffic flow was around 8000 vehicles per day. This figure had dropped to around 6000 vehicles per day after completion of the M80 works in 2011, a reduction of around 2000 vehicles per day or 25%.	
Banknock, Haggs and Longcroft Community Council.	There will be considerable traffic as a result of the new quarry. Most of it will come east and go through Banknock and that it will comprise 8 wheeled heavy vehicles. It is very important that activities are well regulated.	<p>It has been estimated that the seven day average traffic flow from Tomfyne Quarry will be approximately 93 vehicles per day. The current seven day average traffic flow is approximately 6000 vehicles per day. In this context the traffic generated from Tomfyne Quarry is not considered excessive.</p> <p>The operation of Tomfyne quarry itself will be regulated by North Lanarkshire Council as per the terms of the 'minded to grant' planning application (reference 12/00729/FUL). There are no proposed conditions which will explicitly restrict the number of vehicles using Tomfyne quarry, however, condition number 56 requires:</p> <p><i>"That a Transport Management Plan shall be submitted to and approved in writing by the Planning Authority in consultation with Falkirk Council. It shall include HGV routes to and from the site and on and off site speed limit restrictions. It shall also include a Driver's Code of Conduct, which shall be issued to all site drivers to help prevent incidents and accidents, and to minimise the effect of operational haulage traffic</i></p>	None proposed.

		<p><i>on the focal roads network.”</i></p> <p>This should allow North Lanarkshire Council as planning authority to consider these details in the interests of traffic safety and ensure that haulage vehicles are discouraged from using unauthorised routes to and from the site. Falkirk Council will be consulted during this process.</p>	
Banknock, Haggs and Longcroft Community Council.	Support the re-opening of Wyndford Road and Falkirk Council should press North Lanarkshire Council to get it re-opened. Wyndford Road helps reduce traffic through Banknock, albeit “lighter” vehicles, and is very important when serious problems occur on the M80 (A80).	<p>Wyndford Road is currently subject to a temporary closure until 2016. It is closed due to subsidence on 3<sup>rd</sup> party land which North Lanarkshire Council have no power to remedy and the 3<sup>rd</sup> party is under no obligation to remedy. It seems likely therefore that the current temporary road closure will be extended.</p> <p>Notwithstanding the above officers do not necessarily agree that the opening of Wyndford Road would help to reduce traffic levels through Banknock as it may lead to increased traffic levels due to the re-establishment of a road connection to the Wardpark Industrial Estate in Cumbernauld</p> <p>Since the closure of Wyndford Road there have been no recorded personal injury accidents at its junction with the A803 whereas before the road was closed there had</p>	None proposed.

		been 8 recorded accidents in the period between 1982 and 2007.	
Banknock, Haggs and Longcroft Community Council.	There should be a pedestrian road crossing at Coneypark.	One of the purposes of the Development Framework was to set out the infrastructure upgrading necessary to accommodate the development of up to 750 new houses in Banknock and Haggs. This was assessed by a Transport Assessment which broadly outlined the mitigation measures on the road network that would be necessary. The specific introduction of an additional pedestrian crossing facility at the western end of the A803 corridor in the vicinity of Coneypark was not considered by the Transport Assessment. Instead, it is envisaged that the need for a crossing in this general location could perhaps be considered when the individual site at Banknock South (H07) comes forward through the planning process.	None proposed.
Banknock, Haggs and Longcroft Community Council.	The roundabout at Bog Road /A803 should be upgraded with permanent improvements to visibility.	<p>The Development Framework envisages that the junction of Bog Road with the A803 will be the location of the western access point to the Banknock North site and proposes a new reconfigured junction here. The Development Framework alteration does not alter this preferred access strategy.</p> <p>The approved masterplan for Banknock North does not propose altering the junction arrangement at Bog Road's junction with the</p>	None proposed.

		<p>A803. The approved masterplan shows the western access point to the site a short distance east of Hollandbush Avenue's junction with the A803. Although this element of the masterplan was at odds with the Development Framework, it was considered that on balance this was acceptable.</p> <p>The Council's preferred access strategy for the site remains that the western access point to the Banknock North site should be formed from a reconfigured junction where Bog Road meets the A803.</p> <p>The previous priority junction was amended to a mini roundabout during the upgrade of Garngrew bridge as part of the M80 upgrade. The mini roundabout was primarily to accommodate school buses. However, it was recognised that the mini roundabout could have benefits to road safety compared to the priority junction and so was constructed as a permanent feature. There is no intention to upgrade this to a full size roundabout. In road capacity and accident terms there is no justification to amend the current junction layout.</p>	
Banknock, Haggs and Longcroft Community	The M80 slip roads should have been/and still should be upgraded by Transport Scotland. This should have been done as part of the	These concerns were passed to Transport Scotland for further comment, they responded as follows:	None proposed.

Council.	A80 upgrade and Transport Scotland has failed to deal properly with issues concerning Glenview Avenue and the area in general.	<p>“The M80 slip roads at Haggs Junction were upgraded during the M80 Motorway works. The June 2009 Banknock and Haggs SIRR Development Framework identifies that works to both the side road network and the slip roads may be necessary dependent on, and as a consequence of, the scale of development and its impact, where delivery would be the responsibility of the partners to the Development Framework.</p> <p>We are unaware of any issues in the general area of Glenview Avenue. The new overbridge constructed as part of the M80 motorway upgrade has been completed and Falkirk Council, as local roads authority, has not raised any concerns.”</p>	
Banknock, Haggs and Longcroft Community Council.	Most importantly a football park should be provided within the Cannerton Development preferably near to the location (a long time ago) of the former gas holder.	<p>The Development Framework does not require the provision of a new football park within the Banknock North site.</p> <p>A masterplan for the development of the Banknock North site has been approved. This masterplan does not propose the provision of a new football park within the site.</p> <p>Given the planning status of the site it is considered to be unreasonable to alter the</p>	None proposed.

		<p>Development Framework at this late stage.</p> <p>The Banknock North development is ‘minded to grant’ subject to the signing of a Section 75 legal agreement which will ensure that £135,640 less the cost of on site play equipment is made available for the upgrade and enhancement of existing recreational facilities in the local area. Some of this money could be used to re-instate the football pitch at Hollandbush Park which is currently occupied by a multi use games area. Additionally a Section 75 legal agreement associated with the housing site at Auchincloch Drive has secured £22,500 towards the improvement of Hollandbush Park.</p>	
Banknock, Haggs and Longcroft Community Council.	Good/safe pedestrian arrangements across the A803 should be provide to link the new development to Banknock.	A masterplan for the development of the Banknock North site has been approved. This masterplan proposes the introduction of 8 new pedestrian crossings across the A803	None proposed.
Banknock, Haggs and Longcroft Community Council.	Sceptical about excavating new ponds in the former Cannerton Refuse Tip area and question the logic of attempting to “relocate” newts to the west. It is also considered open space usable by local people including a football park should be given higher priority.	Concerns are noted, however, the creation of new ponds was required because of the presence of Great Crested Newts on the Banknock North Site. Great Crested Newts are a European Protected Species, it was essential therefore that a Great Crested Newt mitigation strategy was prepared and implemented to allow the development of the site (and regeneration of Banknock) to proceed.	None proposed.



		The nature conservation area will be a public open space for use by local people.	
Banknock, Haggs and Longcroft Community Council.	There is some knotweed on the road verge to the north of the former Cannerton Tip and action by Falkirk Council to eradicate it would be appreciated	This has been brought to the attention of the Council's biodiversity officer and the matter is being investigated.	None proposed.