

Drum Farm, Bo'ness (Sites H01/MU02) Major Areas of Change: Development Guidance

Bo'ness South East Strategic Growth Area

Vision

The Drum is a major new residential neighbourhood on the south east side of Bo'ness, designed to facilitate sustainable growth of the community and provide a high quality eastern approach to the town. The first three phases were developed out in the 2000s in accordance with a masterplan which placed a strong emphasis on bespoke house design and innovative street design. The priority now is to complete the Drum with further phases of high quality housing of mixed type and tenure complemented by a neighbourhood centre with local services and facilities. A strong landscape framework and path connections will contribute to the South Bo'ness green network.

Land Use

- Housing (indicative capacity 400) to include 15% affordable housing at Drum South;
- Neighbourhood centre (retail, food and drink, business);
- Greenspace.

Process

Original overall outline masterplan approved by Council in 1999. New or revised masterplans are required for Drum Farm North and South to reflect changed circumstances and amended mix of uses.

Key Principles

Drum Farm North (H01)

- Vehicular access to be taken from existing access roads through the Drum (Muirhouses Avenue, Hillside Grove and Drum Farm Lane) providing integration and permeability with previous phases.
- Housing layout should deal appropriately with site gradients. **1**
- Linear park is to be extended through Drum Farm North to Kinninggars Park. **2**
- Existing woodland to north of site is to be reinforced and brought under management. **3**
- Denser housing at centre of ridge should provide focal point to the overall development. **4**
- Path and avenue planting is to be completed along ridge providing an east-west active travel route through development. **5**

Drum Farm South (M01)

- Vehicular access to be via existing roundabout on A904. Potential for secondary access to Drum Road to be investigated.
- New open space should be provided along frontage with A904 at Drum South within which SUDS provision will be integrated. **6**
- Land to be reserved for new neighbourhood centre (minimum 1 hectare) providing a community focus and services for the Drum community. It should be designed to form an attractive gateway feature to the town on A904. **7**
- Structure planting to be provided around the periphery of Drum South to form robust new edge to urban area. **8**
- High quality built frontage required to development facing on to Grahamsdyke Road. **9**
- Restoration and landscaping of adjacent Miller Pit site to be part of masterplan. **10**
- East-west and north-south path connections to be formed through site, connecting with community woodland and core path to the west, neighbourhood centre to the east and Drum Road to north. **11**

Other Requirements

- Contributions to education provision required in accordance with relevant Supplementary Guidance.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed and mitigated as necessary.
- Mineral instability constraints to be addressed.
- Updated transport assessment required for Drum South.
- Flood Risk Assessments may be required.

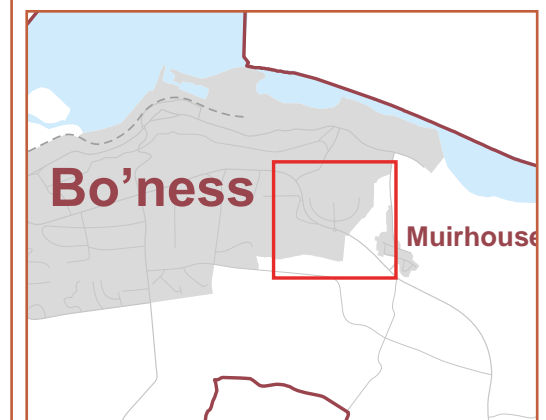
Drum Farm, Bo'ness (Sites H01/MU02) Major Areas of Change: Development Guidance



Key

- Housing
- Retail/Business/Community (Neighbourhood Centre)
- Green Network
- Open Space
- ▨ Existing Woodland Reinforced
- Structure Planting
- ➔ Vehicular Access
- - ➔ Paths
- ▨▨▨▨▨ Key Frontages
- 1** Key Principle (see text opposite)

Overview Map



Crawfield Road, Bo'ness (Site H07) Major Areas of Change: Development Guidance

Bo'ness South West Strategic Growth Area

Vision

Crawfield Road is a major new residential neighbourhood on the south west side of Bo'ness, which will complement growth on the east side at the Drum, and facilitate long term planned growth of the town. As at the Drum, the strategic scale of the allocation will allow co-ordinated masterplanning of infrastructure and greenspace. Integration with the town will be paramount, with development fronting on to Crawfield Road, and ease of movement across the road prioritised. The development will be an exemplar of green infrastructure delivery, contributing to the green network in South Bo'ness through a major new parkland corridor connecting from the John Muir Way in the west to Linlithgow Road in the east, and a structure of green corridors which will frame four main phases of housing development. New paths will connect the development into the surrounding path network.

Land Use

- Housing (indicative capacity 450) to include 15% affordable housing;
- Neighbourhood Shop/Café/Restuarant;
- Greenspace.

Process

An overall development framework will be required, which should be prepared in collaboration with the local community and involve assessment of issues and opportunities for improvement in the local area. This will include a phased plan for the delivery of infrastructure. Detailed masterplans for each of the phases will follow.

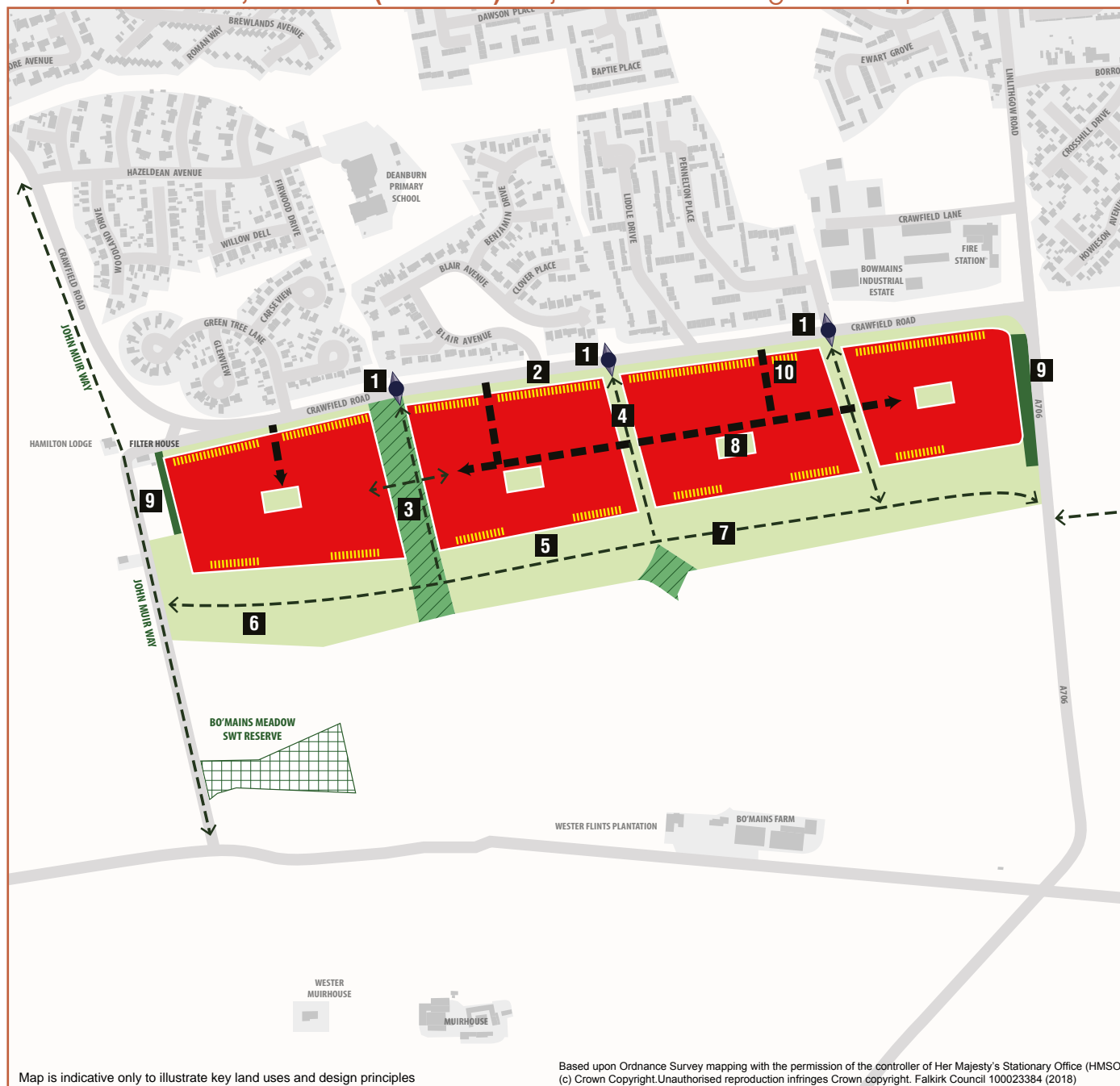
Key Principles

- Vehicular access will be taken from several points on Crawfield Road. There will be no access from Linlithgow Road.
- A clear hierarchy of streets and street typologies should be established.
- New crossing points to be provided on Crawfield Road, and traffic calming compatible with the road's continuing role of a bus route. **1**
- Consistent landscaped verge to be established along Crawfield Road with street trees and building frontage to create a unified approach. **2**
- SUDS provision to be sensitively incorporated into Crawfield Road frontage to create features which have a natural rather than an engineered appearance and enhance the landscape framework for the site.
- Existing woodland strip and associated core path should be protected, improved and managed. **3**
- Development phases should be separated by greenspace corridors and path connections which follow existing features (hedgerows, paths, ditches). **4**
- Major new park will be established along the southern edge of the site early in the life of the development, incorporating paths, new woodland and meadow habitats, and open space accommodating a range of play and recreational facilities. This should also establish a robust new edge to the green belt, and provide a long term wooded backdrop to the development. Housing should present frontages to the parkland. **5**
- Strong landscaped buffer to be provided to Bo'mains Meadow SWT wildlife reserve. **6**
- New multi use path to be established through parkland connecting John Muir Way to Linlithgow Road. **7**
- Pocket parks to be established within phases to provide amenity and identity. **8**
- Structure planting to be provided on the east and west boundaries of the site. **9**
- Potential site for local shop/café/restaurant on Crawfield Road. **10**

Other Requirements

- Scope for local shop/café/restaurant within development to be investigated as part of development framework in consultation with local community, and site reserved if considered appropriate.
- Transport Assessment will be required to establish impacts on the local and strategic transport network. Mitigation measures may be required which may include contributions to sustainable travel.
- Contributions to education provision required in line with Supplementary Guidance, with focus likely to be on enhancement of pre-school provision at catchment primary school.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed and mitigated as necessary.
- Development will have to deal with current surface water flooding issues on Crawfield Road, including management and attenuation of current drainage from site to provide betterment. Flood risk assessment will be required.
- Public art strategy required.
- Implications of development for the adjacent SWT reserve at Bo'mains Meadow to be carefully considered through ecological assessment and appropriate management plan. Contributions to management of the reserve may be required.
- Assessment required to determine whether site acts as supporting habitat to the Firth of Forth SPA. If it does a project based appropriate assessment will be required to demonstrate that the development of the site will not have an adverse impact on the integrity of the SPA.

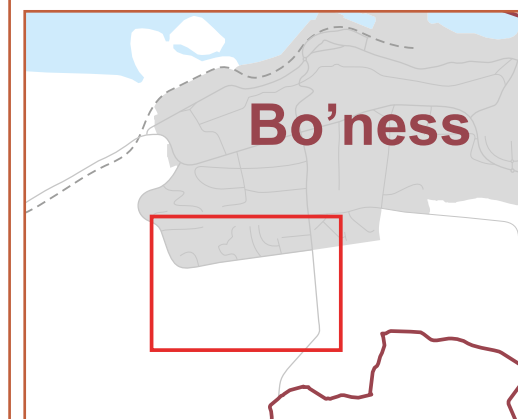
Crawfield Road, Bo'ness (Site H07) Major Areas of Change: Development Guidance



Key

- Housing
- Green Network
- Open Space
- Existing Woodland Reinforced
- Structure Planting
- ➔ Vehicular Access
- ➔ Paths
- ▨ Key Frontages
- 1 Key Principle (see text opposite)
- SSSI

Overview Map



Bonnybridge and Banknock - Settlement Statement

5.07 Bonnybridge, Banknock and the adjacent smaller communities of Dennyloanhead, Haggs and Longcroft collectively have a population of 10,190 (2016 estimate). The settlements form a linear cluster along a historically important east-west transport corridor which is followed by the Bonny Water, the Antonine Wall, the Forth & Clyde Canal, the M80 and A803, and the Glasgow-Edinburgh railway line. The area was a major industrial centre, utilising its excellent transport links, but with the decline of traditional manufacturing, most residents now commute for employment, taking advantage of its continuing good accessibility.

5.08 Major growth is planned for the A803 corridor over the period of the plan, due to existing housing commitments from LDP1. The Banknock Strategic Growth Area will deliver housing to the north of the A803 at the former Cannerton Brickworks site (Banknock North), and to the south of the A803 at Wellpark Road/Bankier Distillery site (Banknock South), amounting to around 700 new homes in total. A neighbourhood centre will feature as part of the Banknock North masterplan. Further east at Dennyloanhead, a further 500 homes are planned as part of the Dennyloanhead Strategic Growth Area. The level of new housing proposed will require the upgrading of infrastructure. The slip roads at the M80 Junction 7 will need to be improved, and additional capacity will be needed at Bankier and Head of Muir Primary Schools. There is also an acknowledged issue with primary health care provision, a solution to which may be facilitated through new development. The masterplanning for these sites will also have to be sensitive to the wider setting of the Antonine Wall World Heritage site which lies to the south.

5.09 Bonnybridge is subject to a variety of constraints include pipeline zones, green belt, and the Antonine Wall World Heritage Site buffer zone. Only limited growth is anticipated, with two smaller sites allocated at Seabegs Road and Broomhill Road.

5.10 A site for a rail station will continue to be safeguarded at Bonnybridge. Future consideration of a new station would require undertaking a full appraisal and assessment of all options. Meanwhile an upgrade of Greenhill railway junction is planned by Network Rail to increase capacity on the rail network. In terms of active travel, Bonnybridge will benefit from the proposed new path connecting Denny and Bonnybridge with Falkirk.

5.11 In terms of land for business development, Chattan Industrial Estate and the industrial area at Seabegs Road will be safeguarded as core business areas, while a more flexible approach will be taken to other industrial sites at High Bonnybridge.

5.12 The area has access to a network of greenspaces including the Forth & Clyde Canal, Bonnyfield Park, and the Bonny Water corridor. The John Muir Way also passes through the area. The Falkirk Open Space Strategy acknowledges that the quality of some of open space needs improved. In particular, there are opportunities to expand and improve the local nature reserve at Bonnyfield Park. The major growth areas will include substantial areas of open space which will contribute to the green network.

5.13 More guidance and information on the Major Areas of Change at Banknock and Dennyloanhead is provided on the following pages.



Bonnybridge and Banknock - Proposals and Opportunities

Housing	
Banknock SGA	
MU04	Banknock North
H08	Banknock South
Dennyloanhead SGA	
H09	Dennyloanhead
Other Sites	
H10	Broomhill Road
H11	Seabegs Road
H12	Garngrew Road

Infrastructure	
Transport	
IN04	M80 Junction 7 Improvement
IN13	Bonnybridge Station Site Safeguarding
IN15	Greenhill Junction Rail Improvement
IN16	Falkirk - Denny/Bonnybridge Path
Education, Health and Community	
IN26	Bankier Primary School Capacity Enhancement

Business	
Town/Local Centres	
MU04	Banknock North
MU05	Bonnybridge Town Centre
Green Network	
Council Wide	
GN01	John Muir Way
GN02	Antonine Wall Trail
Bonny Water	
GN18	Bonnyfield Expansion
Outdoor Learning Sites	
GN25	Bonnyfield

See Proposals Map 1 and Proposals and Opportunities Schedule (Appendix 1) for details of proposals

Banknock (Sites MU04/H08) Major Areas of Change: Development Guidance

Banknock Strategic Growth Area

Vision

These two sites in Banknock will provide over 700 new homes and facilitate regeneration in the settlement by increasing the population to sustain existing and future businesses. In addition to housing, the new neighbourhood centre on Kilsyth Road will provide improved facilities and a new focus for the community. The environment will be enhanced through high quality development and the creation of new well connected public open space. The dereliction and contamination of the former Cannerton Brickworks and Bankier Distillery will be transformed into vibrant new neighbourhoods. The significant scale of housing regeneration will help address the current transport infrastructure and sewer constraints which have limited development within the community. An extension to Bankier Primary School will be built to accommodate pupils for the new development.

Land Use

- Housing (indicative capacity 750) to include 15% affordable housing;
- Neighbourhood centre on Banknock North site (retail, food and drink, business);
- Greenspace.

Process

The Banknock and Hags Development Framework (amended version) was approved January 2015, jointly prepared by three principal landowners. Planning permission in principle has been granted for Banknock North (504 Houses, a neighbourhood centre, nature conservation area, associated roads and infrastructure) subject to a Section 75 obligation with an accompanying masterplan. Applications for detailed phases will follow and should conform with the masterplan. A masterplan has been prepared for Banknock South, and further negotiations are required between the landowners to establish a framework to taking the constituent sites forward. Each will need its own detailed masterplan.

Key Principles

Banknock North (MU04)

- Two vehicular accesses required off the A803 Kilsyth Road. **1**
- Housing layout should deal appropriately with site gradients.
- A range of housing types, sizes and tenure to be provided.
- New neighbourhood centre to be created with frontage on Kilsyth Road. **2**
- Development should present frontages on to Kilsyth Road to enhance its townscape character.
- Nature conservation area to be created, providing compensatory habitat for great crested newts, on site of former landfill site at north west corner of site. **3**
- Development to be arranged around a framework of open space running through the site, connecting the Doups Burn corridor to the wider countryside. **4**
- SUDS development should be integrated into the greenspace and not overly engineered in appearance.
- Upgrading required to M80 Junction 7 slip roads and their junction with A803. **5**
- Site capacity capped at 80 units until upgrade completed.

Banknock South (H07)

- Access to be taken off reconfigured junction of Wellpark Road and Kilsyth Road. Vehicular access to/from John Bassey Drive and southern part of Wellpark Road not appropriate. Pedestrian/cycle link to John Bassey Drive required.
- Development should present frontages to Kilsyth Road to enhance its townscape character.
- Development to be arranged around a managed SUDS wetland along the Doups Burn. **6**
- SUDS development should be integrated into the greenspace and not overly engineered in appearance.
- Landscaped edge required along Wyndford Road retaining existing hedges with active housing gables appropriate.
- Woodland to be retained along southern part of site.
- Housing layout should deal appropriately with site gradients.
- Development to avoid areas at high risk of flooding from Bonny Water and Doups Burn, as informed by flood risk assessment; potential to incorporate 6m buffer strip.
- Site lies partly within Antonine Wall World heritage Site Buffer Zone. Development should avoid adversely affecting the setting of the World Heritage Site, as evidenced by an appropriate landscape and visual appraisal.
- Linkages to be secured to Forth and Clyde Canal towpath and public right of way maintained between Wellpark Road and the Bonny Water.
- Upgrading required to M80 Junction 7 slip roads and their junction with A803 prior to commencement of development. **5**
- SUDS development should be integrated into the greenspace and not overly engineered in appearance.

Other Requirements

- Poor ground conditions and land contamination to be addressed;
- Retrofit of existing surface water drainage required to create capacity for foul water flows from new development to connect to combined sewer.
- Potential protected species issues associated with the Bonny Water and Doups Burn which required to be investigated.
- Developer contributions to be in accordance with the Development Framework and relevant Supplementary Guidance, and will cover necessary education capacity improvements, and contributions to M80 Junction 7 upgrading and DEAR.
- Flood risk assessment and transport assessments required.