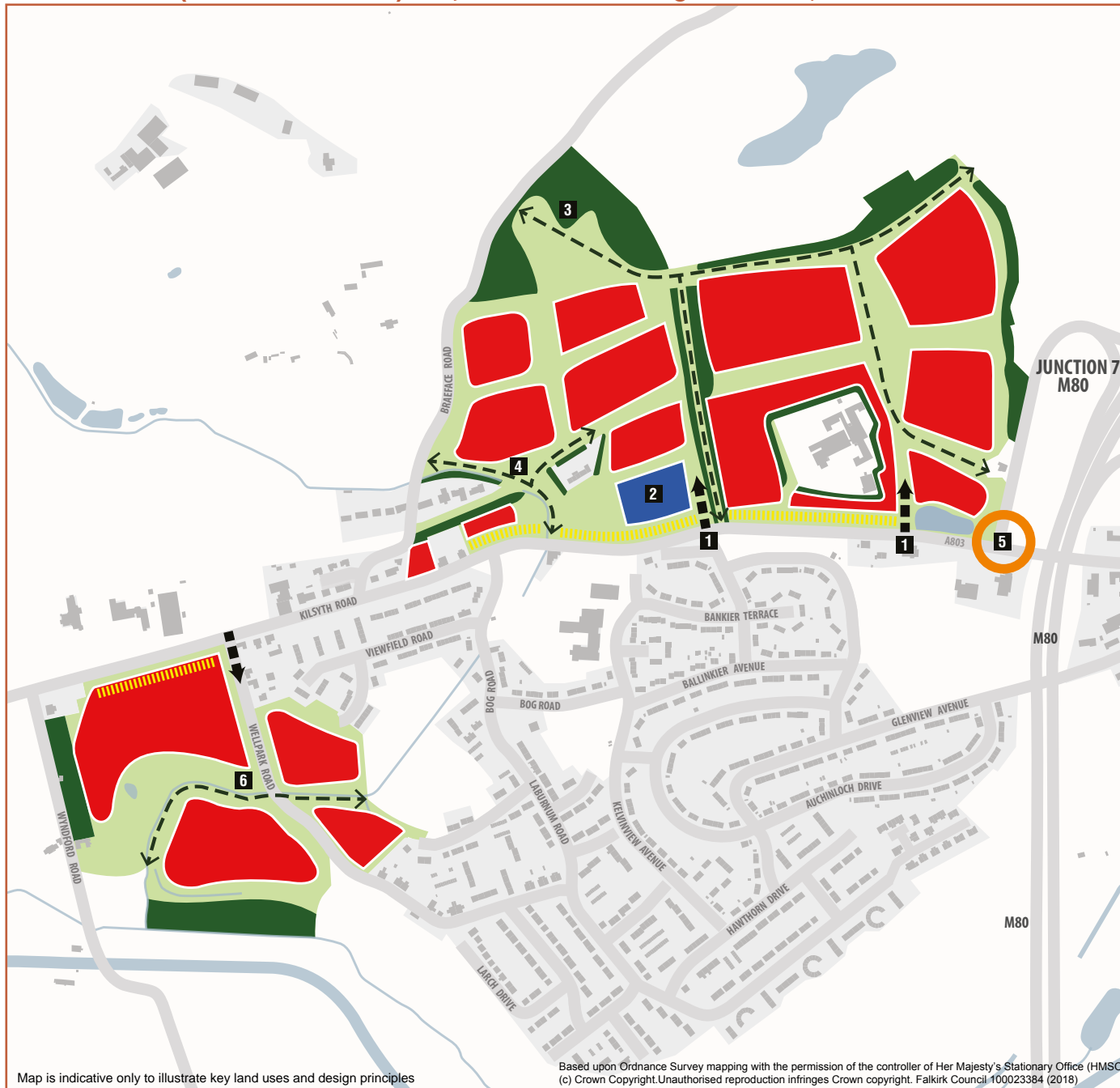


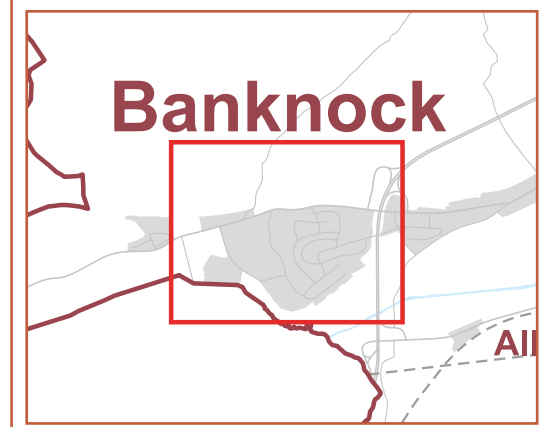
Banknock (Sites MU04/H08) Major Areas of Change: Development Guidance



Key

- Housing
- Neighbourhood Centre
- Green Network
- Open Space
- Structure Planting
- ➔ Vehicular Access
- ➔ Paths
- ▬▬▬▬▬ Key Frontages
- Upgrade of M80 Slip Roads
- 1 Key Principle (see text opposite)

Overview Map



Dennyloanhead (Site H09) Major Areas of Change: Development Guidance

Dennyloanhead Strategic Growth Area

Vision

The site is proposed as a major new residential neighbourhood which extends from the edge of Dennyloanhead in the east to Station Road, which forms the western site boundary. Along the southern boundary of the site lies the small settlement of Longcroft. The development will increase the depth of the residential environment changing it from a linear road side development along the A803 to a consolidated residential area. The development will facilitate community regeneration, support new commercial investment and address housing needs. It will be a phased development which expands over time. Development is set back from the northern ridgeline which allows the creation of a linear park with additional planting, path routes and informal open spaces. Upgrading of the M80 Junction 7 slip roads will be required in conjunction with development, as well as an extension to Head of Muir Primary School.

Land Use

- Housing (indicative capacity 550) to include a range of house types and 15% affordable housing;
- Business (retail/local services);
- Greenspace, including formal and informal open spaces and retained and new woodland planting areas linked by a path network.

Process

Planning permission in principle has been granted for Dennyloanhead (550 houses, a commercial block, open space, woodland planting, play facilities and other associated infrastructure), along with a masterplan and subject to a Section 75 obligation. Detailed masterplans will be needed for subsequent individual phases.

Key Principles

- Vehicular access will be taken from two new junctions on A803 Glasgow Road to the west and east of the site linked via internal road network. **1**
- Support for a broad range of housing types and tenures including affordable homes.
- Commercial development with public realm should front onto A803 Glasgow Road with parking area located to the rear of the building. **2**
- Development should be integrated with the existing urban edge along A803 Glasgow Road.
- There should be no development along the northern ridgeline. **3**
- The creation of two linear parks to the north and south will provide opportunity for passive recreation and links to the wider countryside, and will include supplementary woodland planting, path routes, equipped play areas and informal open spaces. **4**
- Structure planting required on northern, eastern and western edges of the site to provide landscape containment.
- Housing layout should deal appropriately with steep site gradients, to minimise visual impacts and meet road standards.

Other Requirements

- Site capacity capped to 75 prior to upgrading of M80 Junction 7 slip roads.
- Poor ground conditions and potential contamination to be dealt with.
- Developer contributions required to M80 slips, DEAR , education provision in accordance with relevant Supplementary Guidance, and off-site recreational provision.

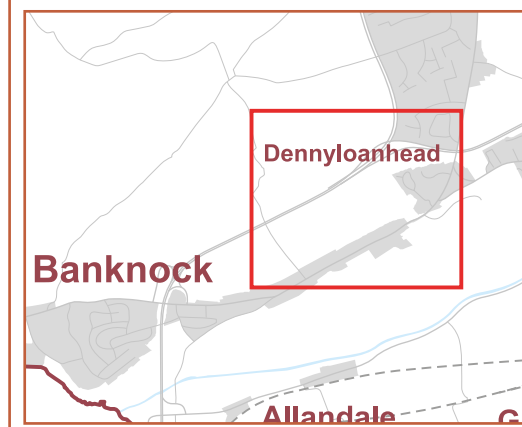
Dennyloanhead (Site H09) Major Areas of Change: Development Guidance



Key

- Housing
- Business (Retail/Local Services)
- Equipped Play Area
- Green Network
- Open Space
- Existing Woodland Reinforced
- Structure Planting
- ➔ Vehicular Access
- ➔ Paths
- ||||| Key Frontages
- 1 Key Principle (see text opposite)

Overview Map



Braes and Rural South - Settlement Statement

5.14 The Braes and Rural South area includes the urban communities of Polmont, Laurieston, Wallacestone, Westquarter, Redding, Reddingmuirhead, Rumford and Maddiston. At one time, these were discrete villages, but subsequent growth from the 1970s onwards has seen many of these villages coalesce. It also includes the rural villages of Allandale, Shieldhill, Whitecross, Avonbridge, Slamannan, Standburn and Limerigg and the countryside to the south of the Council area including the Slamannan Plateau and the Avon Valley. The area's population is 32,351.

Maddiston and Rumford

5.15 Maddiston continues to be a focus for housing growth. The Maddiston East Strategic Growth Area has been subject to amendment to ensure that sites are deliverable and to include a further opportunity specifically catering for elderly/care housing. At the core of the village, the former site of Maddiston Fire Station offers a brownfield opportunity for mixed use, with housing complemented by retail, business or community use which would provide necessary improvements to the range of facilities available in this growing community. Maddiston Primary School will require an extension to accommodate this growth, with Braes High School also requiring additional capacity in the longer term. There will be a continuing focus on enhancement of the green network, with a focus on the Manuel Burn corridor.



Polmont, Laurieston and Westquarter

5.16 The population of the Lower Braes area has been relatively stable over the last 5 years, with relatively little housebuilding. Land at Gilston has been a long-standing business site in previous plans, but is now considered appropriate for mixed use, continuing to provide business opportunities while making a substantial contribution to housing requirements in the Council area as a whole, in an attractive and marketable location. It will constitute a new Strategic Growth Area with potential for up to 500 houses. Placemaking will be paramount on this key site, secured through a revised masterplan and a cohesive design approach to deliver new landscaping, path connections and open space. In order to accommodate new housing at Gilston, St Margaret's Primary School will need to be extended, with Graeme High School also likely to require an extension in the longer term. Polmont Local Centre continues to serve a key role for local shopping. Parking issues at Polmont Station are a continuing issue but a lack of available land means that there is not opportunity to expand provision. Nonetheless, development at Gilston will be required to incorporate innovative travel options to mitigate additional pressures which may be placed on station car parking.

Wallacestone, Redding and Reddingmuirhead

5.17 Wallacestone, Redding and Reddingmuirhead, have seen substantial growth over the last 30 years, resulting in the full or partial coalescence of settlements. Large sites at Overton and Redding Park have been largely completed, and a site at Hillcrest, carried forward from LDP1, remains. Growth under the LDP2's spatial strategy is now focused elsewhere which will allow these communities to consolidate, while acknowledging pressures on the local road network and schools.

Rural South Villages

5.18 The population of the Rural South villages has remained relatively stable over the last five years. However, there has been little housebuilding and little interest in allocated housing sites, reflecting a general lack of demand. Consequently, sites in a number of villages have been de-allocated or reduced in size, although opportunities remain for new housing in most villages, in an attempt to encourage rural regeneration and maintain local services such as schools and public transport links. In particular, the vision for the Strategic Growth Area at Whitecross has been revised in a manner which will deliver more modest village growth, together with business at the former Manuel Works site. The countryside of the Rural South offers a variety of green network opportunities, including access, habitat and recreational improvements.

5.19 More guidance and information on the Major Areas of Change at East Maddiston, Gilston and Whitecross is provided on the following pages



Braes and Rural South - Proposals and Opportunities

Housing		Infrastructure		Green Network	
Gilston SGA		Transport		Council Wide	
MU06	Gilston	IN02	M9 Junction 4 Improvement	GN01	John Muir Way
Maddiston East SGA		IN03	M9 Junction 5 Improvement	Falkirk - Grangemouth Corridor	
H13	Parkhall Farm 1	IN05	A801 Avon Gorge Improvement	GN07	Helix
H14	Parkhall Farm 2	Drainage and Flood Management		Lower Braes	
H15	Parkhall Farm 3	IN21	Whitecross WWTW Upgrade	GN14	Braes Open Space Corridors
H16	Parkhall Farm 4	Education, Health and Community		Mid-Upper Braes	
H17	Toravon Farm	IN23	Braes High School Capacity Enhancement	GN15	Braes Wetland & Peatland Restoration
H18	Parkhall Farm 5	IN30	Maddiston Primary School Capacity Enhancement	Upper Braes	
Whitecross SGA		IN31	Whitecross Primary School Capacity Enhancement	GN16	Black Loch Access
H29	Whitecross	IN32	St Margaret's Primary School Capacity Enhancement	Avon	
Other Sites - Urban Area		Cemeteries		GN19	River Avon Corridor
H19	Former Whyteside Hotel	IN40	Weedingshall Cemetery Extension	GN20	Muiravonside
H20	Redding Park	Business		Community Growing Sites	
H21	Hillcrest, Reddingmuirhead	Eastern Gateway SBL		GN24	California Road Playing Fields, Maddiston
MU07	Former Maddiston Fire Station	MU06	Gilston	GN24	Muiravonside Country Park
Other Sites - Rural Area		BUS02	Manuel Works	Outdoor Learning Sites	
H22	Bridgend Road, Avonbridge	BUS03	Beancross, Polmont	GN25	Polmont Woods, Polmont
H23	Cockmalane, California	Local Sites		GN25	Limerigg Wood
H24	Church Road, California	BUS04	A801 Union Canal	GN25	The Rumlie, Slamannan
H25	Slamannan Road, Limerigg			GN25	Bellsrigg Woodland, California/Shieldhill
H26	Avonbridge Road, Slamannan				
H27	Main Street, Slamannan				
MU08	Steins Brickworks, Allandale				

See Proposals Maps 1, 4 & 5 and Proposals and Opportunities Schedule (Appendix 1) for details of proposals

Gilston, Polmont (Site MU06) Major Areas of Change: Development Guidance

Gilston Strategic Growth Area/Eastern Gateway Strategic Business Location

Vision

Gilston is proposed as a major mixed-use site, forming a settlement extension to the east of Polmont. The strategic scale of the allocation will allow co-ordinated masterplanning of areas of employment land within the site, as well as areas of housing, key infrastructure and greenspace. This is vital in order to ensure that placemaking objectives across the site are achieved. Development will result in a new urban edge to eastern Polmont, which will address the current lack of landscape containment along the existing urban fringe. The development will include a substantial level of green infrastructure including reinforcement of the green network along the eastern edge of the site, retention and improvement of the burn corridor as greenspace, a new central open space, with the provision of a sports area, and provision of footpath networks connecting the site to the west, and south to the canal.

Land Use

- Business (Class 4/5/6, leisure and tourism);
- Housing (indicative capacity 500) to include 25% affordable housing;
- Neighbourhood Centre (convenience retail/local services);
- 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.

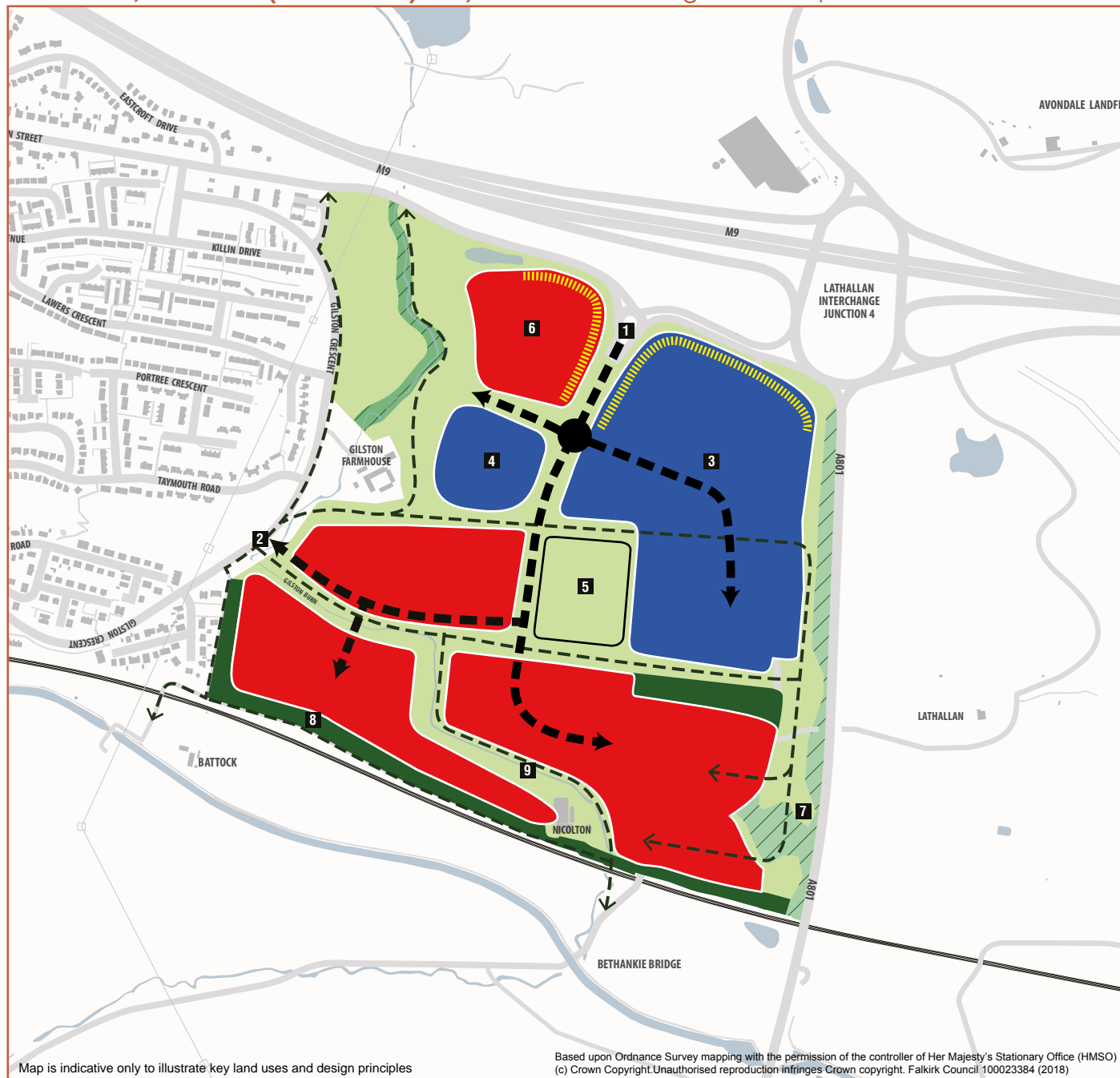
Key Principles

- Primary vehicular access from A803. **1** Secondary access will be on to Gilston Crescent with a suitably designed burn crossing. **2**
A clear hierarchy of streets and street typologies should be established.
- Business uses will generally be directed to the eastern part of the site, with housing to the west and south. Robust structure planting required to segregate residential and business uses where necessary. The part of the site closest to M9 Junction 4 provides an opportunity for Class 6 (storage and distribution). **3**
- A neighbourhood centre including a convenience store and other shops and services should be provided at the heart of the site. **4**
- Central open space (including sports area) will be established in conjunction with early phases of the development. **5** The provision of a sports pitch will meet the aims of the Falkirk Open Space Strategy, and the site will also accommodate a range of play equipment. Play provision may also be required as part of each distinct phase.
- Burn corridor to be enhanced as a major linear open space through the site, incorporating burn restoration, planting and habitat improvement and new paths. This will assist with placemaking in the north-western part of the site. **6**
- The layout should successfully address the interface between burn corridor and housing.
- Reinforcement of existing woodland will be required to create a new woodland edge to the boundary with the A801. **7**
- Robust structure planting required along southern boundary. **8**
- Development phases should be separated by greenspace corridors and path connections which relate, where possible, to existing natural features (hedgerows, paths, ditches). **9**
- Comprehensive path network to provide connections within and outwith the site, utilising greenspace corridors. This should integrate existing core paths and rights of way on the periphery of the site.
- SUDS provision to be sensitively incorporated across the site to create features which have a natural rather than an engineered appearance and enhance the landscape framework for the site.

Other Requirements

- Transport assessment has previously only considered employment uses. Revised assessment will be required to establish impacts of changed development mix on the local and strategic transport network. Mitigation measures will be required including contributions to upgrading of M9 Junction 4, and sustainable travel. Travel Plan will be essential which includes measures to connect the development with Polmont railway station, where there are parking limitations.
- Contributions to education provision will be in accordance with the relevant Supplementary Guidance, with focus likely to be on provision of a permanent extension to 3 stream at St Margarets Primary School and future capacity enhancement at Graeme High School.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed, and mitigation provided for.
- Development will have to deal with current surface water flooding across the site, as well as addressing potential impacts on Gilston Burn. A flood risk assessment will be required.

Gilston, Polmont (Site MU06) 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

