

Maddiston East (H13-H18) Major Areas of Change: Development Guidance

Maddiston East Strategic Growth Area

Vision

The Maddiston East Strategic Growth Area provides for further eastern growth of the village towards the A801. The sites contained within the LDP1 have been reviewed and rationalised to address some deliverability and environmental issues. Allocations at the Haining and around the Parkhall Farm steading have been removed/reduced, while a site at Parkhall Farm North (East) exclusively for amenity/elderly care housing and a care home has been added. Sites are expected to be brought forward individually, but set within a wider landscape framework which will be delivered on a phased basis in conjunction with each site, together with co-ordinated vehicular and pedestrian access arrangements. An extension to Maddiston Primary School will accommodate additional pupils from the development.

Land Use

- Housing (indicative capacity 250), to include 25% affordable housing;
- Amenity/elderly care housing (indicative capacity 70);
- Residential Care Home;
- Greenspace.

Key Principles

Vehicular and Pedestrian Access

- Parkhall Farm 1 should be accessed from Glendevon Drive. **1**
- Parkhall Farm 2 and 4, and Toravon Farm will take access off Vellore Road. **2** For sites accessed from Vellore Road, developer contributions are likely to be required to deliver improvements to Vellore Road and its junction with the B805.
- The former farm steading at Parkhall Farm 3 should be accessed via a spur from Parkhall Farm 1. **3** While site access could be obtained via the existing farm track, the track would need to be upgraded from a private track to a public road to serve further development, and this is not likely to be achievable due to complex land assembly issues.
- The capacity of the former Parkhall Nursery site **4** will be restricted to one/two units due to the restricted capacity of Parkhall Farm track.
- Parkhall Farm 5 will be accessed via a new roundabout from the A801. **5**
- Any future connection between the A801 and Glendevon Drive would require to be clearly justified on road network grounds based on a transport assessment, and along a suitable route informed by detailed assessment of options, and taking into account environmental constraints.
- The core path running north-south from the Union Canal to Maddiston High Road **10** should be retained and improved, with other paths created which link to this route and connect the various sites to each other and the wider area. Developer contributions will be sought to the upgrading of the core path.
- Development of Parkhall Farm 5 should deliver a bridge over the Union Canal, linking to the towpath and proposed canal hub site. **6**

Other Requirements

- Ecological, landscape and heritage assessments will be required to address potential impacts on the natural and cultural heritage assets in the vicinity.
- Transport assessments may be required to establish impacts on the local transport network. Mitigation measures may be required particularly with regard to Vellore Road and its junction with the B805.
- Contributions to education provision will be required in accordance with the relevant Supplementary Guidance, to deal with capacity issues at Maddiston PS and Braes HS.
- Parkhall Farm 5 will be strictly conditioned to ensure that it is exclusively for amenity/elderly care housing and care home.

Process

The Maddiston East Development Framework previously provided guidance and development principles for sites allocated in LDP1. This advice remains relevant in so far as it relates to the remaining allocated sites. The key design principles and infrastructure priorities, where relevant, are reflected below. Applications are likely to come forward individually, so each proposal will require a masterplan which demonstrates that vehicular and pedestrian access, as well as key areas of landscaping, will be delivered in a co-ordinated way. Parkhall Farm 2 has planning permission.

Design and Layout

- Development at Parkhall Farm 1 should satisfactorily address the overhead power line and green corridor, as well as the SUDs pond and burn. **7**
- Development of Parkhall Farm 2 and 4, and Toravon Farm should satisfactorily address the frontage with Vellore Road.
- The redevelopment of the farm steading (Parkhall Farm 3) should be of a bespoke, high quality design, reflecting its rural setting. **8**
- Any development of land at the former Parkhall Nursery site should be linear in form, similar to existing houses.
- The Toravon Farm site is sensitive in landscape terms, given site gradients and the elevated nature of the southern part of the site. Development should be suitably designed to avoid excessive cut and fill, and to ensure that visual impacts are suitably mitigated.
- Development of Parkhall Farm 5 has the potential for high landscape and visual impact, due to its elevated and sloping nature, and the presence of the Haining designed landscape, and areas of ancient and semi-natural woodland. Design and layout should be informed by a detailed landscape and visual assessment, and heritage assessment. Development should avoid the highest point of the ridge. **12** The existing 'avenue' should be retained as part of the path network. **11** Development should satisfactorily address its relationship with the canal and the adjacent proposed canalside tourism development. The site will remain in the countryside, as indicated on the Proposals Map, with development designed to reflect the rural location.

Landscape and Open Space

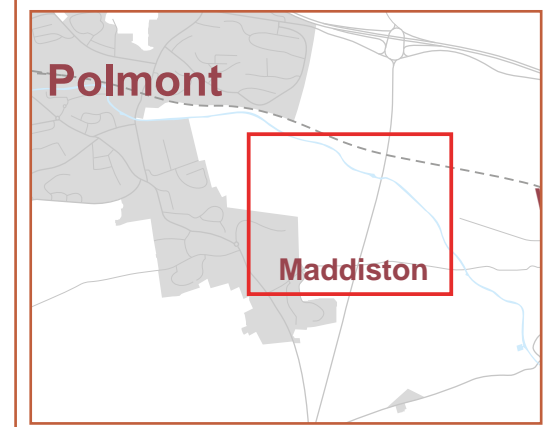
- A green corridor will be developed to accommodate the powerline wayleave and SUDs pond. **7** This crosses Parkhall 1 and 2, and a small part of Toravon Farm. The SUDs pond will be incorporated into an area of functional open space.
- Suitable structure planting and management and retention of existing tree belts and woodland will be required as appropriate, particularly at Toravon Farm, on the northern edge of Parkhall Farm 1, on the eastern edge of Parkhall Farm 2, and at Parkhall Farm 5. Planting should be incorporated into Parkhall Farm 3 to soften the impact of the steading redevelopment.
- The Manuel Burn corridor (which is a SINC) **9** should be safeguarded in conjunction with Parkhall Farm 2, and a similar buffer of at least 10m will be required for Parkhall Farm 4.
- Parkhall Farm 5 will require extensive landscaping to integrate it into its landscape setting. Areas of ancient and semi-natural woodland within the site should be retained, reinforced and brought under management.

Maddiston East (H13-H18) Major Areas of Change: Development Guidance



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

Overview Map



Whitecross (Sites H29/BUS02/IN38) Major Areas of Change: Development Guidance

Whitecross Strategic Growth Area

Vision

The previous vision for Whitecross, as expressed in previous plans, was for a major new settlement with up to 1500 houses, business and community facilities. Infrastructure constraints, land assembly issues, and market considerations have led to a re-evaluation of the potential, and a revised vision. Essentially, the opportunity now comprises two separate sites. A site to the south west of the village will allow for more modest residential growth, integrated with the existing village, but of a scale which is still substantial in the context of the village, and requiring significant upgrades to local schools, parks and roads. The Manuel Works site is a large brownfield site whose re-use remains a priority, but is considered best suited to business and industrial development. The site offers good landscape containment, and some important environmental assets which should be safeguarded in any redevelopment.

Land Use

Whitecross (H29)

- Housing (indicative capacity 200) to include 25% affordable housing;
- Greenspace.

Process

- New masterplans should be prepared for each of the two sites.

Key Principles

Whitecross (H29)

- Study required to establish safe, sustainable and deliverable access, with options including Manuel Terrace, the B825 and route to the Vellore Road bypassing the village. Upgrading of local road network will be required to address issues with current sub standard routes.
- Corridors of the Manuel and Crounerland Burn to be retained as landscaped open space with housing frontages. **1**
- New structure planting required to enclose development on the west side. **2**
- Path connections to be made to the village via Manuel Terrace, to the recreation ground via a bridge over the Manuel Burn, and to the canal to the west. **3** These will link in with the core path network around the village
- Improvement/rationalisation of the central 5-arm junction in Whitecross required. **4**
- Edge of site with B825 requires high quality treatment, either high quality landscaping, or a harder urban edge if development is proposed adjacent to the road. **5**

Other Requirements

- Contributions to education provision to be in accordance with relevant Supplementary Guidance. Whitecross Primary School will require to be extended to full single stream.
- Contributions required to upgrading of recreation ground.
- Ground condition and contamination issues to be addressed and appropriate remediation undertaken.
- Transport assessment will be required. Upgrading of Myrehead Road and contributions to upgrading of M9 Junction 4 likely to be required depending on scale and nature of uses.
- Flood risk assessments will be required.
- Pipelines between Whitecross and Manuel Works may impose constraints and should be taken into account in masterplans.
- Scottish Water growth project required for Whitecross Waste Water Treatment Works, growth will be wholly funded by Scottish Water.

Manuel Works (BUS02)

- Business and industry.

Manuel Works (BUS02)

- Vehicular access to be taken from Haining Road as present, or alternative point further north.
- Core path running east-west through site should be retained. **6**
- Existing woodland encompassing site to be retained and reinforced. Haining Wood is a Wildlife Site for which a management plan should be prepared. **7**
- Almond Castle to be protected and consolidated within a landscaped setting. **8**
- Sensitive treatment of development in the vicinity of the Union Canal, with quality frontage development/public realm, or screen planting as appropriate. **9**

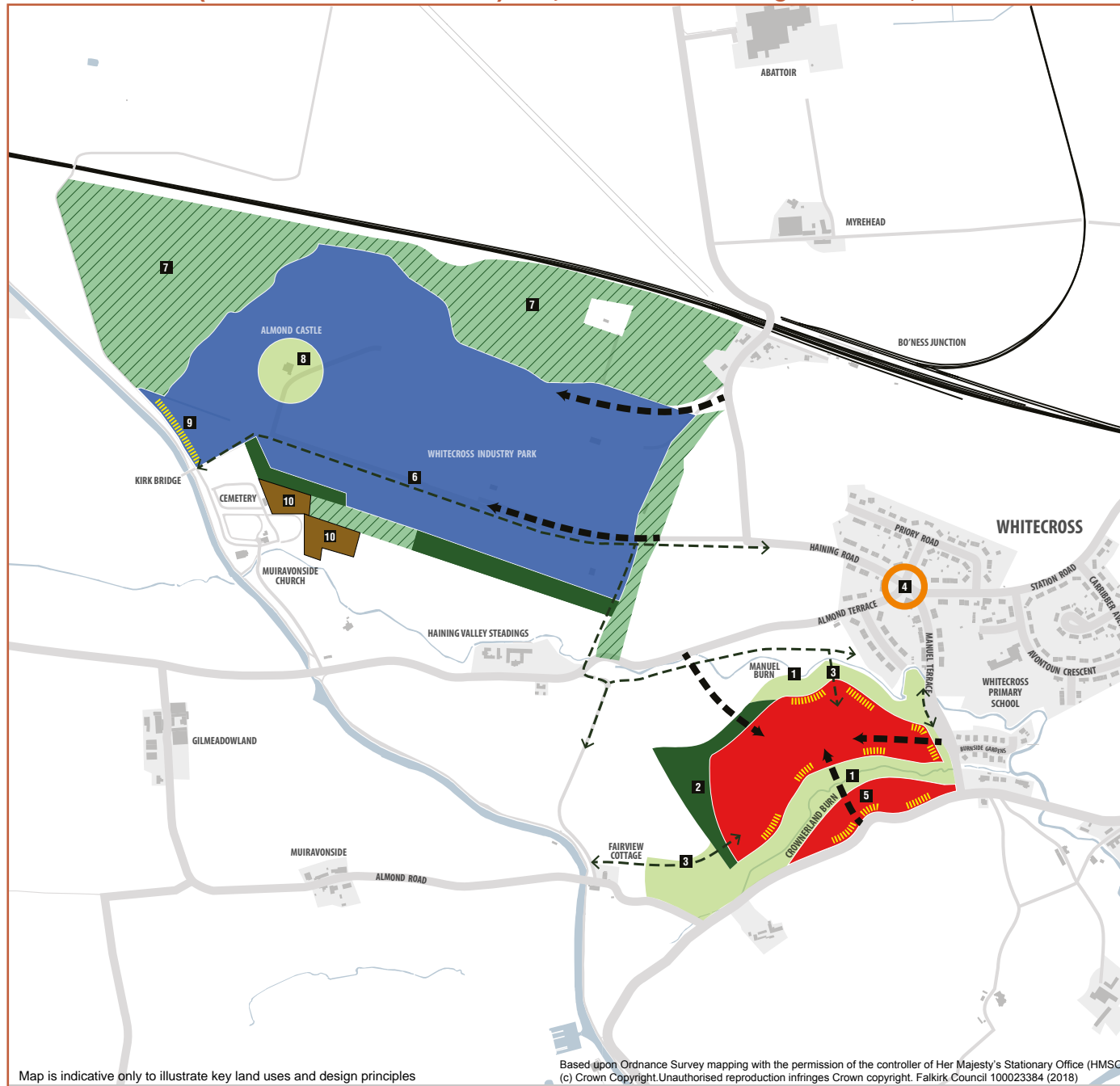
Muiravonside Cemetery Extension (IN38)

- Cemetery Extension Safeguarding.

Muiravonside Cemetery Extension (IN38)

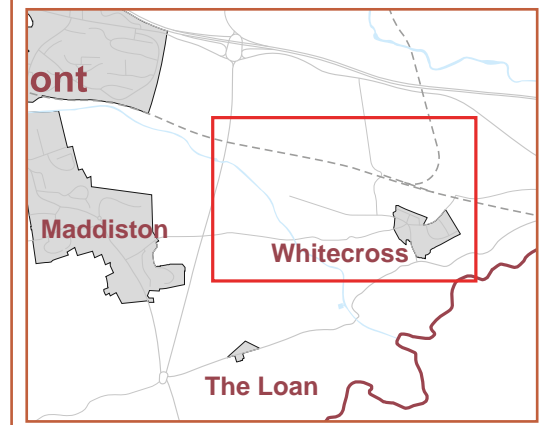
- Two sites safeguarded for cemetery extension. Assessment against SEPA guidelines required to identify their potential. **10**

Whitecross (Sites H29/BUS02/IN38) Major Areas of Change: Development Guidance



- Key**
- Housing
 - Business
 - Potential Cemetery Extension
 - Green Network
 - Open Space
 - Existing Woodland Reinforced
 - Structure Planting
 - ➔ Vehicular Access Options
 - ➔ Paths
 - ||||| Key Frontages
 - 1 Key Principle (see text opposite)
 - Junction Improvement

Overview Map



Denny and Dunipace - Settlement Statement

5.20 The Denny area has a population of 12,722 (2016 estimate) and comprises the communities of Denny, Dunipace, Head of Muir, Stoneywood and Fankerton. It is located in western part of the Council area with the Denny Hills to the west, and the River Carron running through it. As a former burgh, the town has a strong identity, and was a major manufacturing centre in the past. With the decline of these traditional industries, most residents commute outwith the area for work, taking advantage of the excellent connections to the motorway network.

5.21 Denny will experience significant additional growth over the plan period, due to existing housing commitments from LDP1. Most of these are focused on the Denny South East Strategic Growth Area, where the greenfield sites at Mydub and Broad Street, and the former Denny High School site will deliver some 720 new homes over the initial plan period 2020-2030. At Stoneywood/Fankerton, the Carrongrove Mill site will continue to be built out, while a site at Rosebank will facilitate growth at Dunipace. Given the scale of these commitments, LDP2 does not propose any further growth. Retention of the green belt will ensure continued separation of the town from Bonnybridge to the south.

5.22 Local infrastructure improvements will be necessary to support this growth. The construction of a new Denny Eastern Access Road will provide a south- eastern bypass to relieve congestion at Denny Cross in the Town Centre, and to serve the Denny South East Strategic Growth Area. This will be largely funded by developer contributions. Extensions will also be required to Denny and Head of Muir Primary Schools, with additional capacity also likely to be needed at Denny High School in the longer term. Active travel will be prioritised through a new Denny/Bonnybridge to Falkirk path partly utilising the route of the railway line. Cemetery capacity is proposed to be enhanced at Hills of Dunipace.

5.23 Denny Town Centre is identified as a District Centre in the network of centres and has been undergoing a process of renewal and regeneration over recent years. A first phase at Church Walk has delivered a new library, public square, and retail space. Phases 2 and 3 provide opportunities for further uses to increase the vitality and viability of the centre, which include retail, business, community uses or housing.

5.24 Although the economic role of the town is much reduced since its industrial heyday, Winchester Avenue Industrial Estate provides a continuing focus for business development, and will continue to be safeguarded as a core business area, with an opportunity for expansion at the Broad Street site.

5.25 Denny has an attractive and accessible countryside setting, as well as some key parks and open spaces. The focus for further development of the green network will be continuing enhancement of the River Carron corridor, including access and habitat improvements.

5.26 More guidance and information on the Major Area of Change at Denny South East is provided on the following pages.



Denny and Dunipace - Proposals and Opportunities

Housing		Infrastructure		Green Network	
Denny South East SGA		Transport		Upper/Lower Carron	
H30	Former Denny High School	IN09	Denny Eastern Access Road	GN06	River Carron Corridor Improvements
H31	Mydub 1	IN16	Falkirk - Denny/Bonnybridge Path	North Larbert	
H32	Mydub 2	Education, Health and Community		GN18	Glenbervie to Denny
Other Sites		IN24	Denny High School	Community Growing Sites	
MU09	Broad Street	IN27	Denny Primary School	GN24	Myothill
MU10	Church Walk	IN28	Head of Muir Primary School	Outdoor Learning Sites	
H33	Carrongrove Mill	IN36	Westfield Park Sports Pitch Hub	GN25	Gala Park
H34	Stirling Street	Cemeteries			
H35	Rosebank, Dunipace	IN39	Hills of Dunipace Extension		
		Business			
		Local Sites			
		MU09	Broad Street		
		Town Centre			
		MU10	Church Walk		

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

Denny South East (Sites MU09, H30 and H32) Major Areas of Change: Development Guidance

Denny South East Strategic Growth Area

Vision

Denny South East comprises four sites which will facilitate the sustainable growth of the town, enhance housing choice, and help to deliver the Denny Eastern Access Road (DEAR) which is required to alleviate congestion at Denny Cross in the Town Centre. The two Mydub sites will form a new south eastern edge to the town on land enclosed by the DEAR. The former Denny High School site provides an opportunity to rehabilitate and re-use a substantial brownfield site, integrating it successfully with the surrounding urban area. Broad Street provides an opportunity for a high quality new residential development on the eastern approach to the town, while securing additional business land as an extension to Winchester Avenue Industrial Estate. Collectively, the sites offer good opportunities for green network improvements through new planting, connected open space, retention and enhancement of existing woodland and new path networks.

Land Use

- Housing (indicative capacity 990), to include a 15% affordable housing contribution);
- Business (minimum 3 hectares at Broad Street);
- Greenspace (including pitch retention at former Denny High School).

Process

Mydub 1 (H31) has detailed planning permission and is under construction. Masterplans will be required for each of the three remaining sites. A planning brief was produced for the former Denny High School in 2008. This should inform the masterplanning for this site.

Key Principles

Broad Street (MU09)

- Minimum 3 hectares of land to be retained for business and industry with access from Winchester Avenue/ Springfield Road. **1**
- Strong separation between housing and business uses and between housing and Denny waste water treatment works required to mitigate potential visual, noise and odour issues. Odour and noise assessment required.
- Access for housing from roundabout on Broad Street. **2**
- Flood risk assessment required addressing the Sclanders Burn and River Carron and to include flood attenuation requirements with appropriate riparian buffers provided to watercourses. Opportunity for green network corridor access routes through site and to/along the River Carron. **3**
- Open space requirement to be met by a combination of on-site and off-site provision.
- Structure planting along north, east and west sides and along main road frontage to reflect transition into the urban area.

Former Denny High School (H30)

- Main access from Nethermain Road, with potential secondary access to Shanks Avenue. **4**
- Clear hierarchy of streets required, creating permeable block structure, with density varied to create sense of place.
- Layout and housing types need to sensitively address varying site levels.
- Flood risk assessment required, with appropriate riparian buffers provided to watercourses.
- Site layout needs to deal sensitively with relationship between existing and proposed houses on western boundary.
- Eastern portion of site to be retained as open space serving the site. **5**
- Requirement to retain playing fields to be re-assessed against SPP criteria.
- Substantial eastern and southern woodland corridor to be retained and enhanced.
- Frontages to be provided to Shanks Avenue.
- Pedestrian access routes to be maintained through the site and to open space.

Mydub 2 (H32)

- Principal access from DEAR with secondary accesses from Mydub 1. **6**
- Site layout and density to follow principles established in Mydub 1.
- Flood risk assessment required which will help define the northern boundary of the developable area. Riparian buffer along the Little Denny Burn should form a strong feature of the green network.
- Open space requirement to be met by a combination of on-site and off-site provision.
- Frontages required to DEAR, complemented by avenue tree planting as for Mydub 1.
- Robust structure planting required along south eastern countryside edge of DEAR, as for Mydub 1, to mitigate landscape and visual impacts of road development. **7**
- Pedestrian connections to be made to Mydub 1, and to DEAR for access to future bus services. Existing core path routes through the site to be maintained and improved, or rerouted if necessary. Rerouting of core paths would require a separate legal process.

Other Requirements

- Developer contributions required for DEAR, education provision, open space and other transport provision. A contribution may be required for healthcare provision.
- Protected species surveys may be required.