

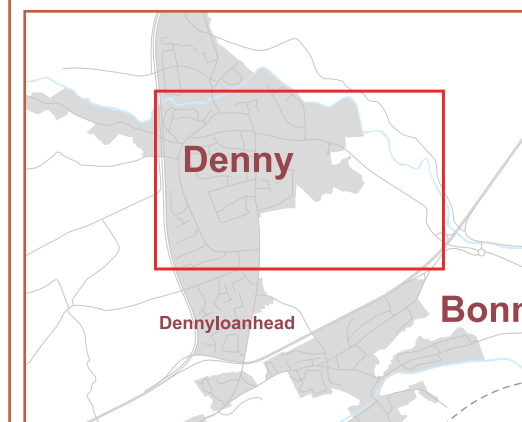
## Denny South East (Sites MU09, H30 and H32) Major Areas of Change: Development Guidance



### Key

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

### Overview Map



## Falkirk - Settlement Statement

**5.27** Falkirk is the principal town within the Council area, with a population of 39,161 (2016 estimate), functioning as a transport, administrative, and shopping hub for the area. It boasts a number of place assets including the historic town centre, the corridor of the Forth & Clyde and Union Canals, with the twin icons of the Falkirk Wheel and the Kelpies at either end, the Antonine Wall, and a range of attractive parks including the Helix and Callander Park.

**5.28** Falkirk Town Centre will be a priority for investment and enhancement in line with the Scottish Government's 'town centre first' principle. The strategy will be to diversify its function, improve movement and accessibility, get more people living and working in the centre, and progress two key regeneration opportunities at Grahamston and Callendar Riggs. These key sites offer potential to improve important gateways into the Town Centre by rail and bus. Local centres at Camelon and Grahamston will be supported, as will restructuring of the local centre at Newcarron Village. Central Retail Park and Glasgow Road, Camelon are identified as discrete commercial centres, separate from the Falkirk Town Centre and Camelon Local Centre.

**5.29** As the principal town, Falkirk is expected to make the largest contribution to housing growth of all the settlements. The final phase of North Falkirk Strategic Growth Area will see some 200 houses developed at Cauldhame Farm. Within the Falkirk Canal Corridor Strategic Growth Area, development at Etna Road will see the regeneration of the canal corridor at Bankside completed early in the life of the plan. The delivery of the larger canalside regeneration opportunity at Portdownie is likely to take longer given constraints affecting the site. New housing as part of the Falkirk Gateway, including redevelopment of the old college site, will form a further Strategic Growth Area, which could accommodate some 300 new homes. The redevelopment of the former Falkirk Royal infirmary site, and other smaller brownfield opportunities, will add to housing choice in the town.

**5.30** The Falkirk Investment Zone will create opportunities for job creation and placemaking across a number of strategic sites. The most significant opportunities are at the Falkirk Gateway and Stadium, where a mixture of business, leisure, tourism and housing development will complement the new Forth Valley Campus and the Helix. Other opportunities exist at Abbotsford and Caledon Business Parks. The town is at the heart of the area's tourism offer, with important tourism nodes identified at the Helix/Falkirk gateway, Falkirk Wheel and Callendar House and Park, all of which offer opportunities to enhance visitor infrastructure and attractions.

**5.31** Substantial infrastructure investment is needed to support growth. The upgrading of the A904/A9 at the eastern end of the town, and other enabling works, will facilitate development at the Falkirk Gateway and Stadium. The A803 corridor through the west of the town will also require upgrading to allow development at Portdownie and other smaller sites in the vicinity.

**5.32** The green network is well-developed around Falkirk, including the River Carron corridor to the north, the Helix to the east, and the networks of woodland and paths of South Falkirk. There is further scope to improve and extend habitats, connections and recreational opportunities in all these locations.

**5.33** More guidance and information on the Major Areas of Change at Falkirk Town Centre, Cauldhame Farm, Portdownie and the Falkirk Gateway is provided on the following pages.

### Housing

#### Falkirk Canal Corridor SGA

**H36** Gowan Avenue

**H37** Etna Road 1

**H38** Etna Road 2

**MU11** Portdownie

#### Falkirk North SGA

**H39** Cauldhame Farm

#### Falkirk Gateway SGA

**H41** Grangemouth Road

**MU16** Falkirk Gateway

#### Other Sites

**H40** Blinkbonny Road

**H42** Woodend Farm

**H43** Westburn Avenue

**H44** Firs Park



## Falkirk - Proposals and Opportunities

Infrastructure	
Transport	
IN06	Falkirk A904 Corridor Improvements
IN07	Falkirk A803 Corridor Improvements
IN12	Falkirk Bus Station Improvement
IN16	Falkirk - Denny/Bonnybridge Path
Drainage and Flood Management	
IN19	Dalderse WWTW Upgrade
Education, Health and Community	
IN22	Forth Valley College
IN25	Graeme High School Capacity Enhancement
IN33	Falkirk Community Hospital
Cemeteries	
IN37	Camelon Cemetery Extension

Business	
Falkirk Investment Zone SBL	
MU16	Falkirk Gateway
BUS05	Falkirk Stadium
BUS06	Abbotsford Business Park
BUS07	Caledon Business Park
Town/Local Centres	
MU12	Grahamston
MU13	Callendar Riggs
MU14	Bank Street
MU15	Williamson Street
MU17	Carron Road
Canal Corridor	
BUS08	Rosebank Distillery
BUS10	Wester Carmuir
BUS11	Falkirk Wheel
MU11	Portdownie
Local Sites	
BUS09	Callendar Business Park

Green Network	
Council Wide	
GN01	John Muir Way
GN02	Antonine Wall Trail
UpperCarron/Lower Carron	
GN06	River Carron Corridor Improvements
Falkirk - Grangemouth Corridor	
GN07	Helix
GN08	Helix - Falkirk Town Centre Green Corridor
South Falkirk	
GN10	Lionthorn Policy Bing
GN11	Callendar Park and Wood
Canals	
GN22	Falkirk Canal Corridor
GN23	Bantaskine Park
Community Growing Sites	
GN24	Bantaskine Park
GN24	Coo Park, Langlees
Outdoor Learning Sites	
GN25	Callendar Park and Wood
GN25	Dollar Park
GN25	Falkirk Community Hospital
GN25	Summerford

See Proposals Map 2 and Proposals and Opportunities Schedule (Appendix 1) for details of proposals



## Falkirk Town Centre (Sites MU12-MU15) Major Areas of Change: Development Guidance

### Principal Town Centre

#### Vision

The broad strategy for Falkirk Town Centre is to increase activity, continue to raise its quality as a place, and improve accessibility. While retailing will remain a vital function, investment is needed in new business, leisure, residential and cultural activities which will diversify its function and will bring more people into the Town Centre to live, work and visit. New and improved public spaces and attractive new development are needed. Movement into and around the Town Centre, and connecting to other attractions in the town also needs improved, particularly for pedestrians. The two key development sites identified to the north and east of the core area offer regeneration opportunities to achieve these objectives. Both have the capacity to accommodate a range of new uses, and to improve the quality of these secondary areas, complementing the High Street. Both are located at important public transport gateways to the town - Grahamston railway station and Falkirk bus station - offering the potential to significantly improve these arrival points. The Municipal Buildings site also presents an opportunity for redevelopment, depending on the future decisions regarding the Council HQ and arts centre.

#### Land Use

- Business/Retail;
- Leisure and Tourism;
- Housing;
- Cultural/Civic/Community;
- Public Realm.

#### Process

- Masterplans are required for each of the two principal opportunity areas at Grahamston and Callendar Riggs, and for the Municipal Buildings site should it become available for redevelopment.

#### Key Principles

##### Grahamston (MU12)

- Site comprises mainly existing surface car parking, with varying levels of utilisation. Proposals will have to consider issues around the level of parking to be provided on the sites, having regard to town centre vitality and viability, sustainable transport objectives, and the scale and type of uses proposed.
- Overall urban design strategy should be based around recreating a street block structure which fits with the surrounding urban form.
- Enhanced quality of arrival point around railway station should be achieved with appropriate public realm. **1**
- Improved linkages should be provided from station to Town Centre across railway and Garrison Place. **2**

##### Callendar Riggs (MU13)

- Site comprises Callendar Square shopping centre, providing opportunities for restructuring for new uses, and land around the bus station.
- Improved/reconfigured bus station should be a priority, provided better arrival point and amenity for bus users. **3**
- Retention of art deco frontage on to Callendar Riggs should be considered. **4**
- Reconfiguration of Callendar Square should attempt to recreate active frontages on to the High Street and Callendar Riggs. **5**

##### Municipal Buildings Site

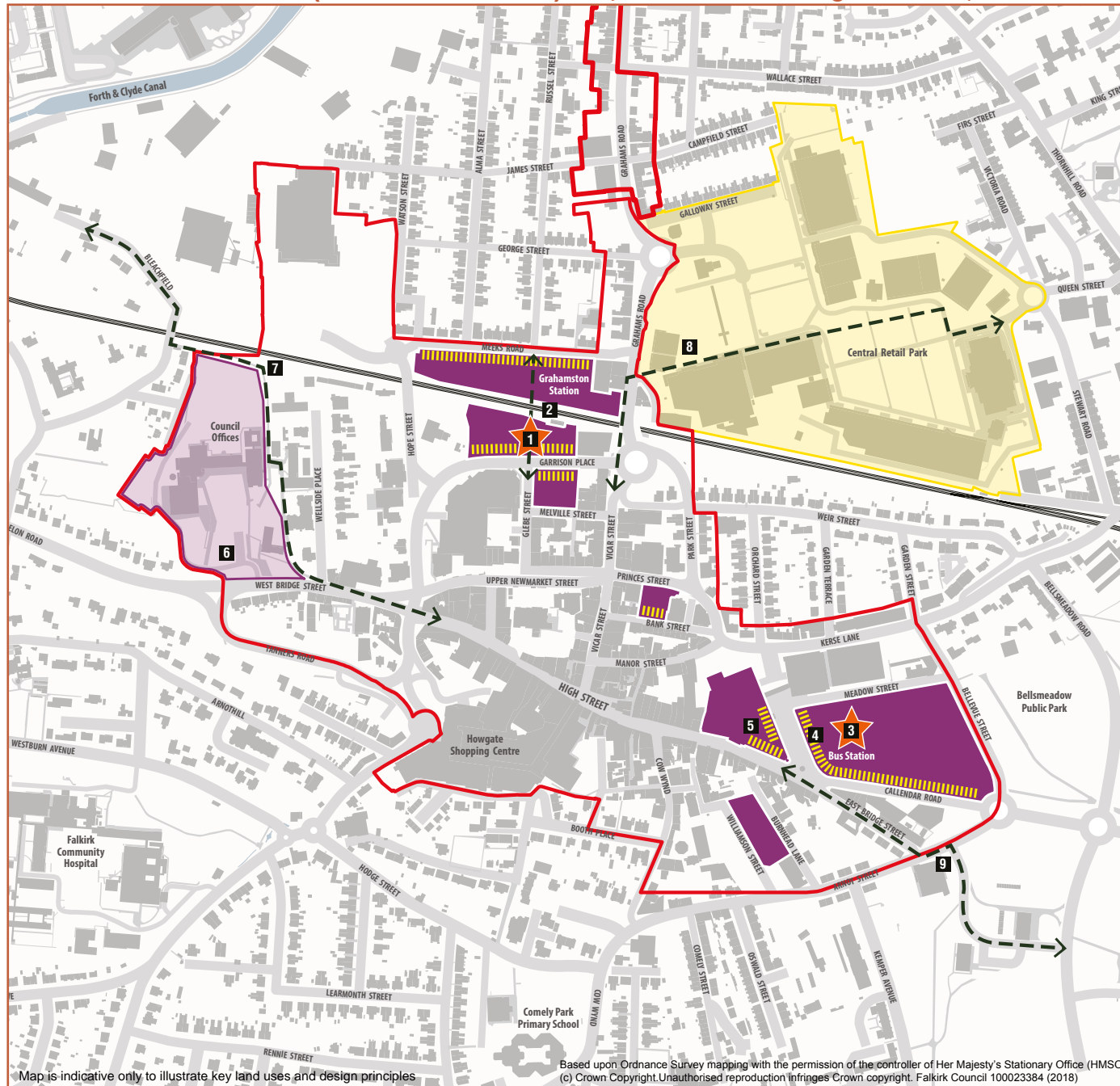
- High quality frontage/landscape treatment required to West Bridge Street at this important gateway to the Town Centre. **6**
- Site lies between two Conservation Areas - quality of design and materials critical to protecting and enhancing their setting.
- Opportunity to improve pedestrian link connecting Town Centre to the canal via Bleachfield. **7**

#### Other Requirements

- Transport assessment likely to be required for significant proposals.
- Opportunities for improved pedestrian/cycle links to Helix **8** and Callendar Park. **9**



## Falkirk Town Centre (Sites MU12-MU15) Major Areas of Change: Development Guidance



### Key

- Mixed Use Redevelopment Opportunity
- Potential Redevelopment Opportunity
- Town Centre Boundary
- Central Retail Park (Commercial Centre)
- Improved Arrival Points
- Improved Pedestrian/Cycle Connections
- Key Frontages
- 1 Key Principles (see text opposite)

### Overview Map



## Falkirk Gateway (Sites MU16/BUS05/H41) Major Areas of Change: Development Guidance

### Falkirk Gateway Strategic Growth Area/Falkirk Investment Zone

#### Vision

The Falkirk Gateway is one of the most important economic development opportunities in the Falkirk Council area, at the heart of the Falkirk Investment Zone. It is envisaged as a new urban quarter with a vibrant, mixed use character. The new Forth Valley College campus and the Helix/Kelpies will help to provide a catalyst for a range of business uses, including uses which will support the growing visitor economy in the area. Development will be enabled by infrastructure improvements delivered through TIF. Residential use, both at the old college site, and within the greenfield Falkirk Gateway site, will add to the vitality of the area. Retail use will have less of a role than previously envisaged, to ensure growth is complementary to Falkirk Town Centre. The completion of the Falkirk Stadium is also an important aspiration. The creation of a strong sense of place, with a pleasant environment that is easy to move around, is vital. This will require a strong unifying strategy for green infrastructure, landscape and public realm which integrates with the wider green network in the area.

#### Land Use

##### Falkirk Gateway (MU16)

- Business;
- Leisure and tourism (hotel/conference, food and drink);
- Housing (indicative capacity 100) to include 15% affordable housing;
- Retail (neighbourhood food retail/non-food retail subject to retail assessment);
- Public realm.

#### Process

- Preliminary Development Framework for the Falkirk Gateway/Stadium has been produced and approved by the Council, which divides overall site into Zones. Planning Statement with more detailed guidance has been provided for Zones 1 and 4. Each zone will require a masterplan. Grangemouth Road site will also require a masterplan.

#### Key Principles

##### Falkirk Gateway (MU16)

- Primary vehicular access to be taken off the A9 Northern Distributor Road and Etna Road. Secondary access to Zone 1 from A904 Grangemouth Road via new FVC campus.
- Comprehensive landscape and public realm strategy required with particular emphasis on high quality boulevard planting along A9/A904 providing soft transition to Helix, **1** and discrete areas of high quality public realm within Zones. **2**
- Comprehensive active travel network required including provision for strategic east-west Helix to Town Centre green corridor and path route, **3** north-south route connecting the different Zones, **4** and connections to adjacent areas and routes.
- Buildings to be located and orientated to give clear block structure with frontages addressing public streets and spaces. Attractive built frontages of sufficient scale required along A9, with particular focus on 'gateway' status of Westfield roundabout.
- Preferred location of housing is within Zone 4 adjacent to existing residential area at Alexander Avenue. **5**
- Zone 5 to deliver an active and attractive interface with the Forth and Clyde Canal. **6**
- As part of strategy for surface water management, use of water as an amenity feature should be explored.

##### Falkirk Stadium (BUS05)

- Business;
- Leisure and Tourism (sports facilities).

##### Falkirk Stadium (BUS05)

- Priority to be given to delivery of east stand. **7**
- Potential for infilling of corners of stand to be explored. **8**
- Development potential of area to the south of the stadium to take account of oil pipeline and overhead power line. **9**
- Green belt area to east of stadium has potential for compatible outdoor leisure and recreation uses to complement the Helix. **10**

#### Other Requirements

- TIF is delivering transport improvements including upgrading of Westfield roundabout, A9 and A904 to facilitate development at Falkirk Gateway. Transport assessment may be needed for Grangemouth Road site and any uses at Falkirk Gateway beyond those currently envisaged.
- Drainage and flood risk assessments required for these flat and relatively low lying areas. Drainage strategy has already been prepared for Falkirk Gateway Zones 1 and 4.
- All significant footfall generating development will require to be subject to sequential town centre first approach and appropriate impact assessment (as set out in Policy JE09).
- For housing, contributions to education provision to be in accordance with relevant Supplementary Guidance.
- Green belt to the east of Falkirk Stadium lies within Major Hazard Consultation Zone which may limit scale and type of uses.

##### Grangemouth Road (H41)

- Housing (indicative capacity 200) including 15% affordable housing;
- Greenspace.

##### Grangemouth Road (H41)

- Vehicular access to be taken off Middlefield Road
- Built frontages required to Grangemouth Road and Middlefield Road
- Provision to be made for strategic east-west Helix to Town Centre green corridor and route through site. **3**
- Existing college playing field and associated woodland to be substantially retained. This will meet open space requirements for site. **11**