



Falkirk Council

Banknock & Hags SIRR

Supporting Information

Consultative Draft

History of Banknock

Banknock ([Gaelic](#): Baile nan Cnoc) is a village located on the Bonny Water, north of the Forth and Clyde Canal and to the west of the A80 which separates the village from Haggs. Banknock was once known as Hollandbush and was a coal mining town which expanded when residents from Glasgow moved there. It had a railway station and thriving industries, including:

- Cannerton brickworks, locally called 'the Bing'
- Bankier Whiskey Distillery which closed in 1928 and was demolished in 1981
- Coal mining

Early History

The sluggish headwaters of the River Kelvin and the Bonny Water diverge in a shared valley, which cuts west and east through the waist of Scotland between the Kilsyth Hills and the Slamannan plateau at an altitude of under 50 metres. A strategically sited Roman fort south of the valley probably originated in the first century AD. Rebuilt with stone walls and stone-built latrines around 14AD, it was soon incorporated into the Antonine Wall as one of the only two full-blown forts in this defensive frontier.

Little is known of local events until early in the 15th century when Castle Cary was built just south of the fort and 7km east of Kilsyth. Timothy Pont's map made about 1600 also showed Bankier Mill, which stood about 1.5km north-west of the castle, its wheel turned by a burn draining the flanks of the

Kilsyth Hills. By about 1750, as Roy's map showed, the winding road between Denny and Cumbernauld crossed the Bonny Water by a bridge beside the corn mill; to the north-west was the hamlet of Bankier, and Castle Cary was also accompanied by a small settlement.

Canal, Limeworks, Distilling, Haggs and Longcroft;

Around 1770 the Forth & Clyde Canal was dug through the low ground between the Slamannan plateau and the Kilsyth Hills, its summit level of about 46m between the headwaters of the Bonny and the Kelvin being retained by locks near the old mill at Wyndford. After passenger boats were introduced on the canal in 1809, Castlecary became an interchange point with the coaches to Stirling, Alloa, Crieff and Perth; from 1811 Wyndford was the terminus of a passenger boat to Glasgow. To the west a basin served the Netherwood lime works. In 1828 Daniel Macfarlane of Paisley adapted the Bankier corn mill into the Bankier Distillery, east of which the straggling villages of Banknock and Longcroft later grew. By 1895 there was an inn at the hamlet of Haggs just east of the post and telegraph office at Banknock.

The Railways arrive and distilling seesaws:

The Edinburgh & Glasgow Railway of 1842 criss-crossed the line of the Antonine Wall near Castlecary station, where William Wordie immediately opened a rail to road cartage depot.



Schoolhouse 1945



Wyndford Lock

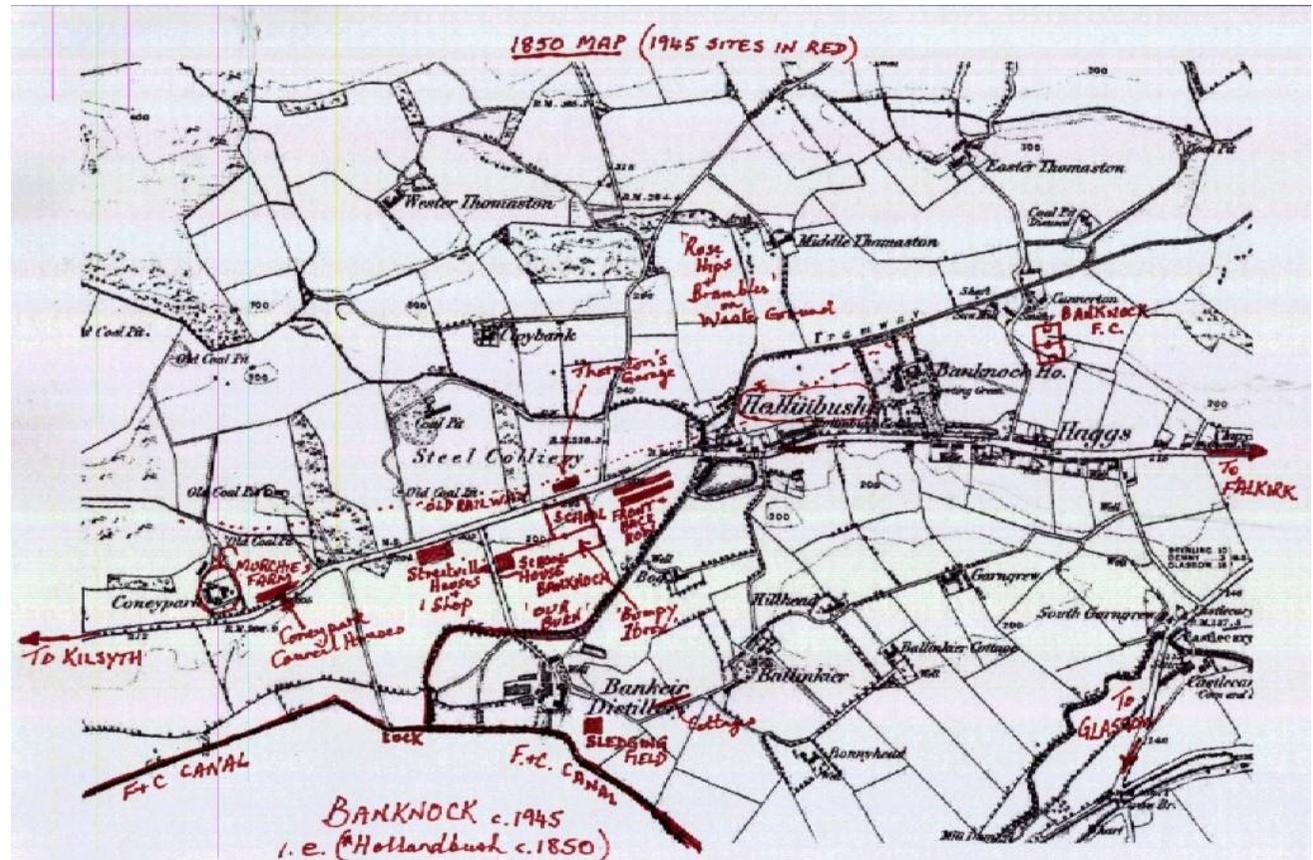


Banknock Coneypark

The main line of the Caledonian and Scottish Central Railways, opened in 1848, crossed the area from south-west to north-east, the ownership divide being at Castlecary. In 1886, when visited by Barnard, the distillery – owned by John Risk – was being modernised. It used barley from Aberdeenshire and Angus, and peat from the Cumbernauld moors, to produce some 680,000 litres of malt whisky annually; a hundred pigs were fed on the draff. Meantime in 1888 came the single-line Kilsyth & Bonnybridge Joint Railway (K&BJR) which gave Banknock its own station. The Cannerton brickworks grew near Banknock station, and a larger refractory brickworks worked beside the Roman wall east of Castlecary. In 1903 Bankier distillery was bought by James Buchanan & Co; DCL closed it in 1928 but retained it as a maltings until 1968. Meantime the Kilsyth railway was closed to passengers in the 1930s. By 1951 the 1500 local people enjoyed the facilities of a small village; but the Castlecary station was closed by 1968.

Bricks and Joinery but no canal:

The canal closed in 1962 to enable a new dual carriageway stretch of the A80 to be readily built to bypass Hags and Longcroft, and a new hotel was built north of the A803 junction; in the 1970s the part of the A80 north of this point was upgraded to the M80 motorway. However, the small secondary school had gone by 1976. By then the Leyland trucks had a small service base at Banknock, abandoned in 1978 for a new site at Falkirk. However, by 1980 there were three small hotels,



and the population has risen to over 3000. The G R Stein Castlecary brickworks, open in 1980, was closed and demolished soon afterwards, as was the former distillery, which had vanished by 1988, but the Cannerton brickworks survived. By 1990 Avonside Homes of Castlecary was described as a long-established manufacturer of timber kit houses. There was little new development in the 1990s, but in 2000 the A80 carriageways were raised, over the canal, so that boat traffic could resume.



Planned Villages

Studying planned villages in Scotland offers many lessons in design and layout which can act as precedents.

Numerous locations were studied, to inform the design process, those listed are illustrative of some successful place making principles.

The period when new villages were formed (c. 1730 to 1830) is termed the *Age of Improvement*. Landowners at that time were open to new ideas and keen to sweep away the old landscape and its settlements in favour of something much more organised; rectangular, enclosed fields, single-tenant farms, straight roads and well-ordered, geometrically laid-out villages.

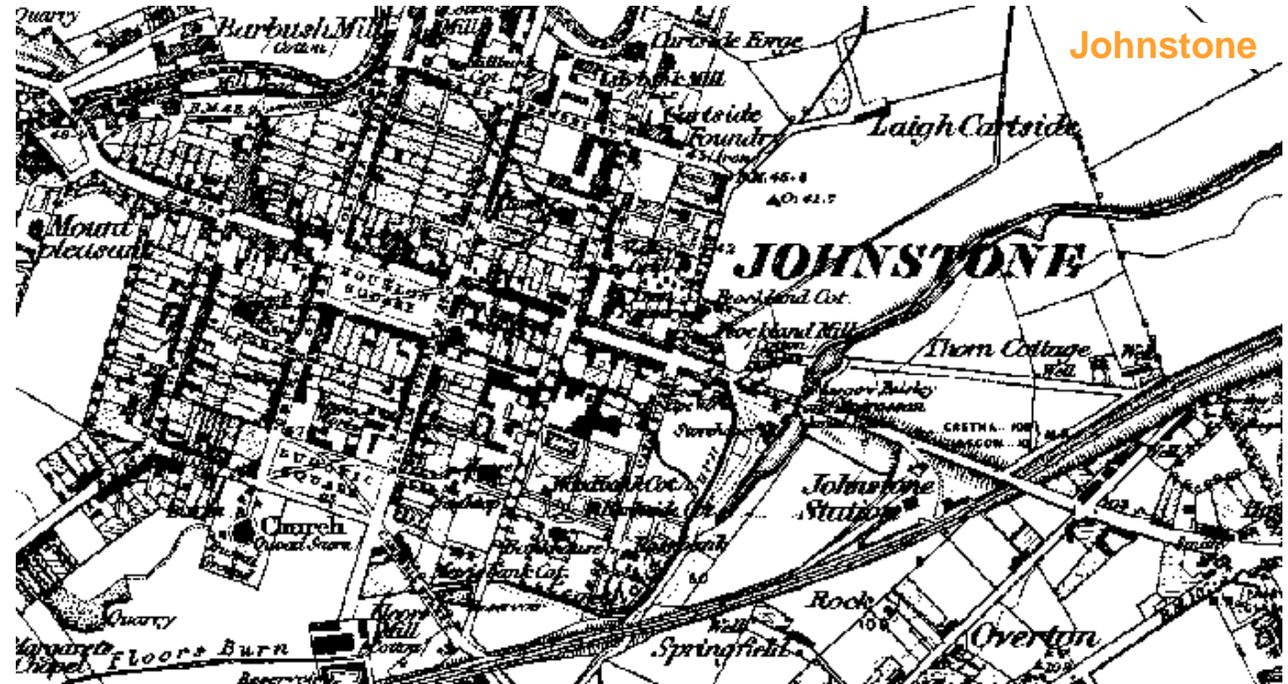
Johnstone designed in the 18th century in Renfrewshire has a clear coherent settlement structure, with a hierarchy of built form and an identifiable central focus around the town square. It is laid out in a grid and buildings line the outer perimeter of the blocks. This ensures that buildings define the street and public space network in a positive way and private greenspace is located to the rear of properties.

Bowmore was laid out by the Campbells of Islay on the sloping site above the sea in the 1760's.

The road layout follows the natural contours of the landscape with a hierarchy of streets spreading out from the central Main Street.

This main axis is aligned between public buildings (the church) and pier.

Again buildings line the outer perimeter of the blocks, with limited setbacks and buildings and their main entrances facing the street. Corner buildings



Bowmore



address both street frontages they face onto, with corner windows and chamfered building lines.

Another town sized planned village was **Turriff, Aberdeenshire**, built from 1763 as an extension to an earlier town.

Built on a steep hillside above the River Deveron. Streets are aligned in a grid across the slope and blocks are subdivided by small lanes which allow great pedestrian permeability. Again its structure is clearly and easily comprehensible, allowing people to know instinctively where they are in relation to the settlement at large.

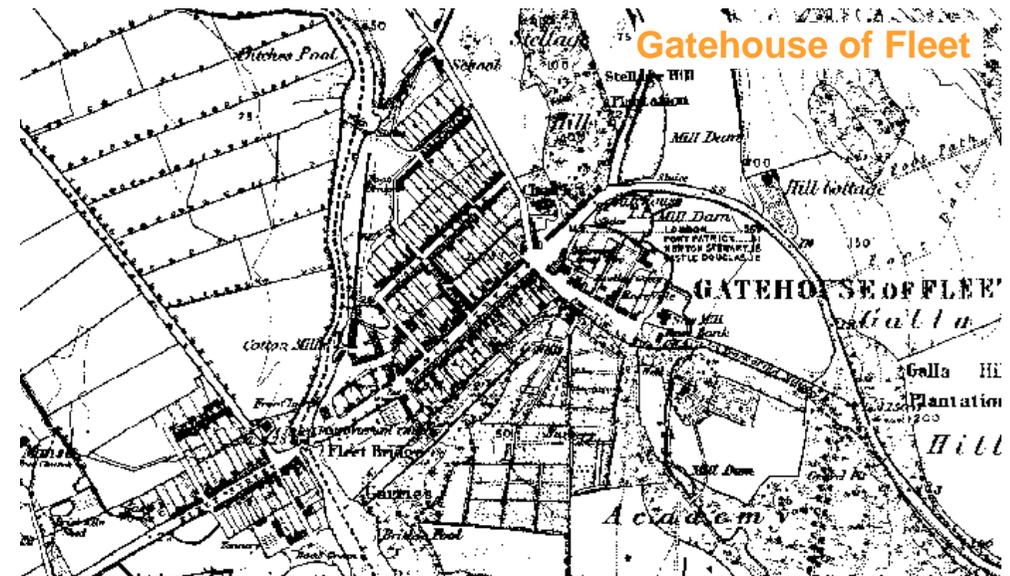
Building frontages are varied but constructed with unifying materials such as red sandstone.

At **Gatehouse of Fleet in Galloway**, street frontages are continuous which maximises levels of street activity, natural surveillance and security, and creates a strong sense of street enclosure.

Where gaps are present along frontages between properties, these are filled by a mix of boundary walls in keeping with adjacent properties.



Turriff



Gatehouse of Fleet



Main street, Gatehouse of Fleet

Response/Opportunity

The lessons learned from the examples overleaf can be summarised;

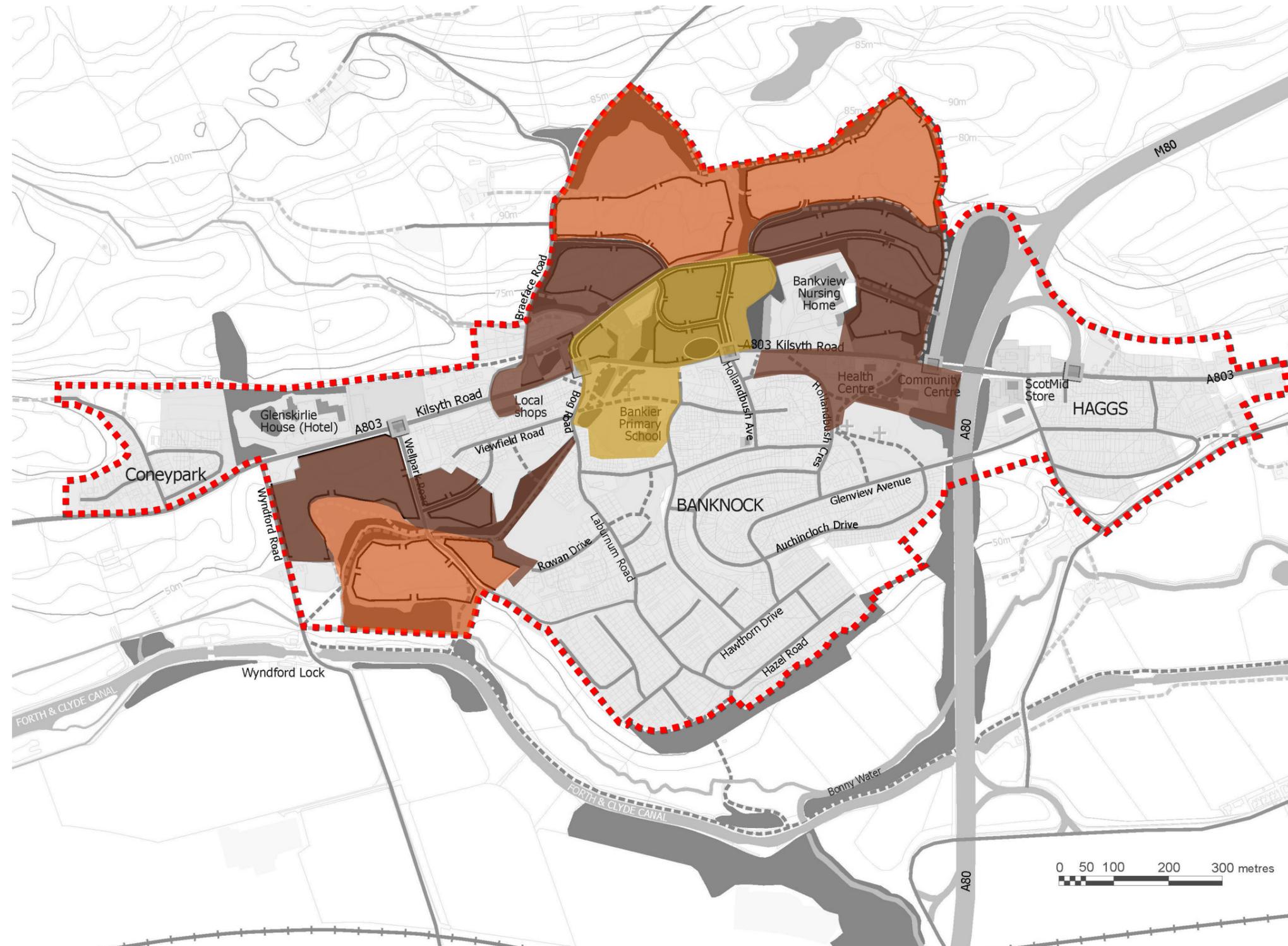
- As in Johnstone, the aim of the new proposals is to create a strong layout with a hierarchy of densities, concentrating higher densities close to the centre of Banknock, establishing a clearly identifiable village centre.
- The layout will be similar to Turriff, in that there will be an arrangement of perimeter blocks of varying shapes and sizes. It is proposed that buildings will front onto the blocks, enclosing streets as at Gatehouse of Fleet. Therefore allowing buildings to define streets and public space, resulting in secure and private back gardens
- Similar to Bowmore, a wide variety of housing types, sizes and densities are proposed, within a clear layout. Feature buildings will be aligned on the main axis and corner blocks will address both streets and spaces that they face onto.

There is also the opportunity to provide a narrative for the regenerated village, a strong 'story' connecting directly with Banknock's history via;

- Street names that link directly with the areas history.
- Signage and interpretation panels, to illustrate Banknock's strong industrial heritage and its early Roman history.
- Public artwork in the village centre.

- Careful use of materials that have been traditionally used in Banknock.





 Banknock / Haggs Special Initiative for Residential-led Regeneration (SIRR)

Phasing

-  Phase 1
-  Phase 2
-  Phase 3

Indicative Phasing Plan

Phase 1:

- Town Centre
- Education
- M80 Slip Road/ Junction Improvement
- A803 Pedestrian Safety Measures
- Mixed Tenure Housing
- New A803 Road Junction (North Site)
- Pedestrian Links & Play Facilities
- Landscape Framework
- SUDs & Flood Mitigation Works
- Environmental Enhancement & Mitigation

Phase 2:

- Community Facilities (Community/ Health Provision)
- Mixed Tenure Housing
- New A803 Road Junction (South Site)
- Pedestrian Links & Play Facilities
- Environmental Enhancement & Mitigation
- SUDs & Flood Mitigation Works
- Landscape Framework

Phase 3:

- Mixed Tenure Housing
- Pedestrian Links & Play Facilities
- Environmental Enhancement & Mitigation
- SUDs & Flood Mitigation Works
- Landscape Framework



Figure X
Banknock Development Framework
Indicative Phasing Plan