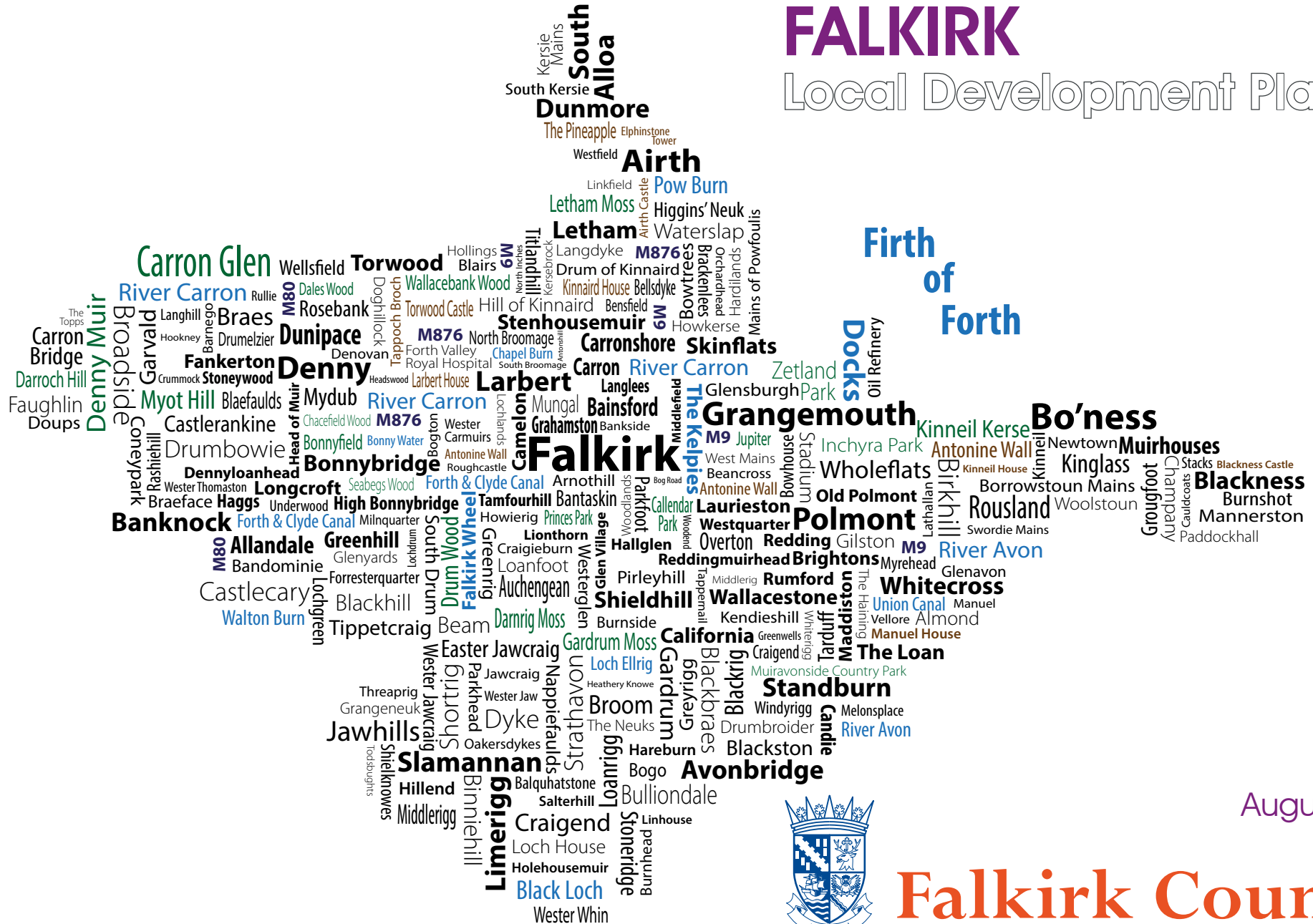


# Local Development Plan<sup>2</sup>



August 2020

# Falkirk Council





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# 1. INTRODUCTION



## Falkirk Local Development Plan 2

**1.01** Falkirk Local Development Plan 2 (LDP2) has been prepared to guide the future use and development of land within the Falkirk Council area. It contains policies and proposals indicating where development should, or should not take place and provides guidance on the future provision of housing, business, transport and infrastructure, recreation and community facilities. It indicates how our town centres and greenspaces should develop, and how our natural and historic environment should be protected and enhanced.

**1.02** LDP2 provides a broad vision and strategy for the area for the 20 year period from 2020-2040, with a focus on specific proposals for the initial 10 year period of 2020-2030.



## How the Plan is Prepared

**1.03** The process for preparing LDP2 is as follows:



**1.04** This document is the Adopted Plan, incorporating modifications recommended by Reporters following the Examination held from October 2019 to March 2020.

## How to Use the Plan

**1.05** If you want to:

- Find out about the **general intentions for future development in the area as a whole**, you should refer to the **Vision and Spatial Strategy**;
- Find out **about the general intentions for your own community**, you should refer to the **Settlement Statements**, backed up with the **Proposals Map** for more detail;
- Find out how the **plan's attitude to a particular site or location**, you should refer to the **Proposals Map**, and then look up the relevant **Policies** and the **Proposals and Opportunities Schedule**.

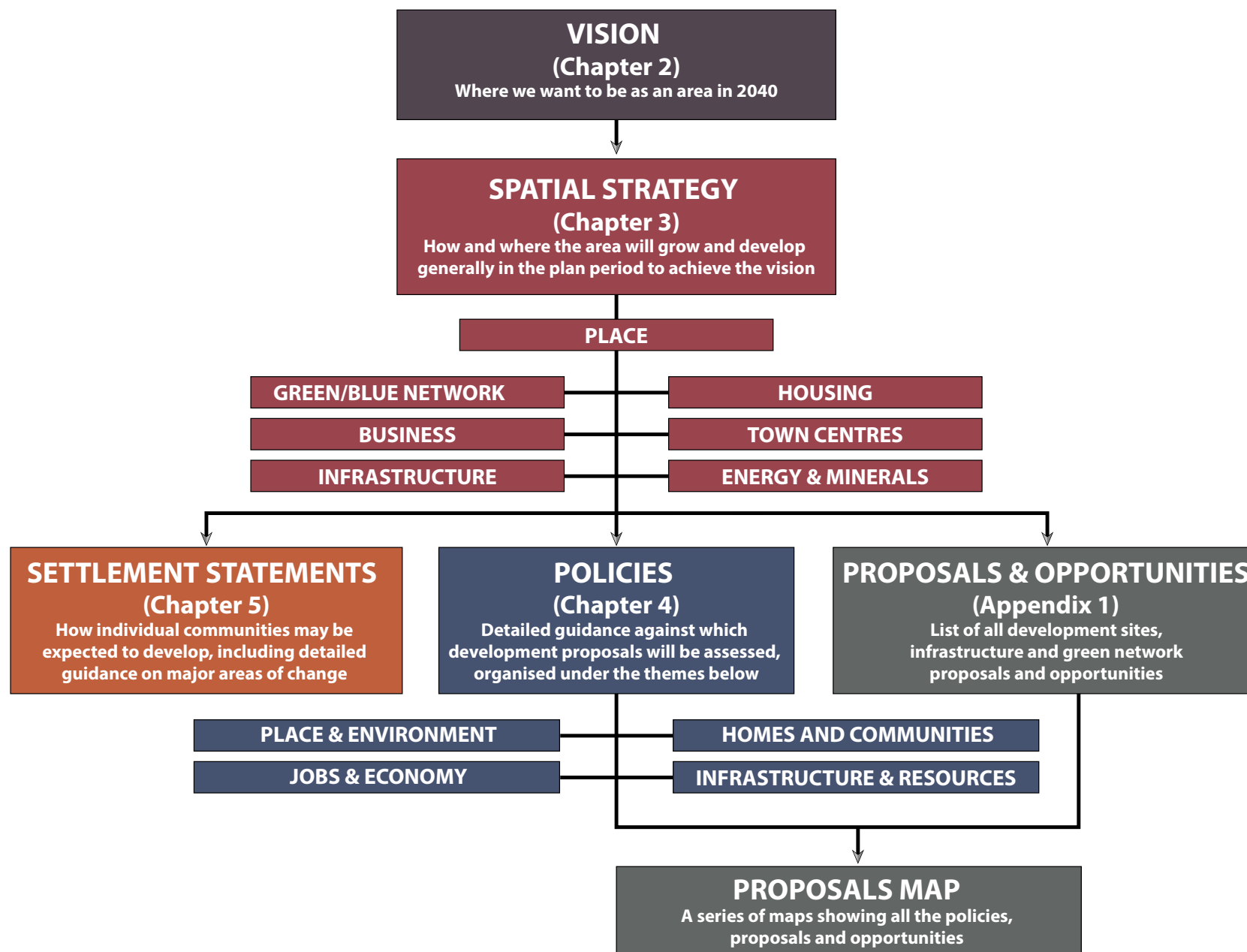
The structure of LDP2 is indicated in the diagram opposite.

## Supporting Documents

**1.06** The following documents have been published in support of LDP2:

- A **Revised Environmental Report** identifies the environmental effects of the plan, including mitigation to address significant negative effects, as part of the process of Strategic Environmental Assessment (SEA);
- A **Habitats Regulations Appraisal** (HRA) determines if LDP2 will have any adverse effects on European protected nature conservation sites;
- An **Action Programme** identifies the actions required to deliver the plan's policies and proposals, including timescales and responsible agencies;
- **Technical Reports** present the evidence base for the plan, providing more detailed information and justification on topics such as housing, employment land and town centres.







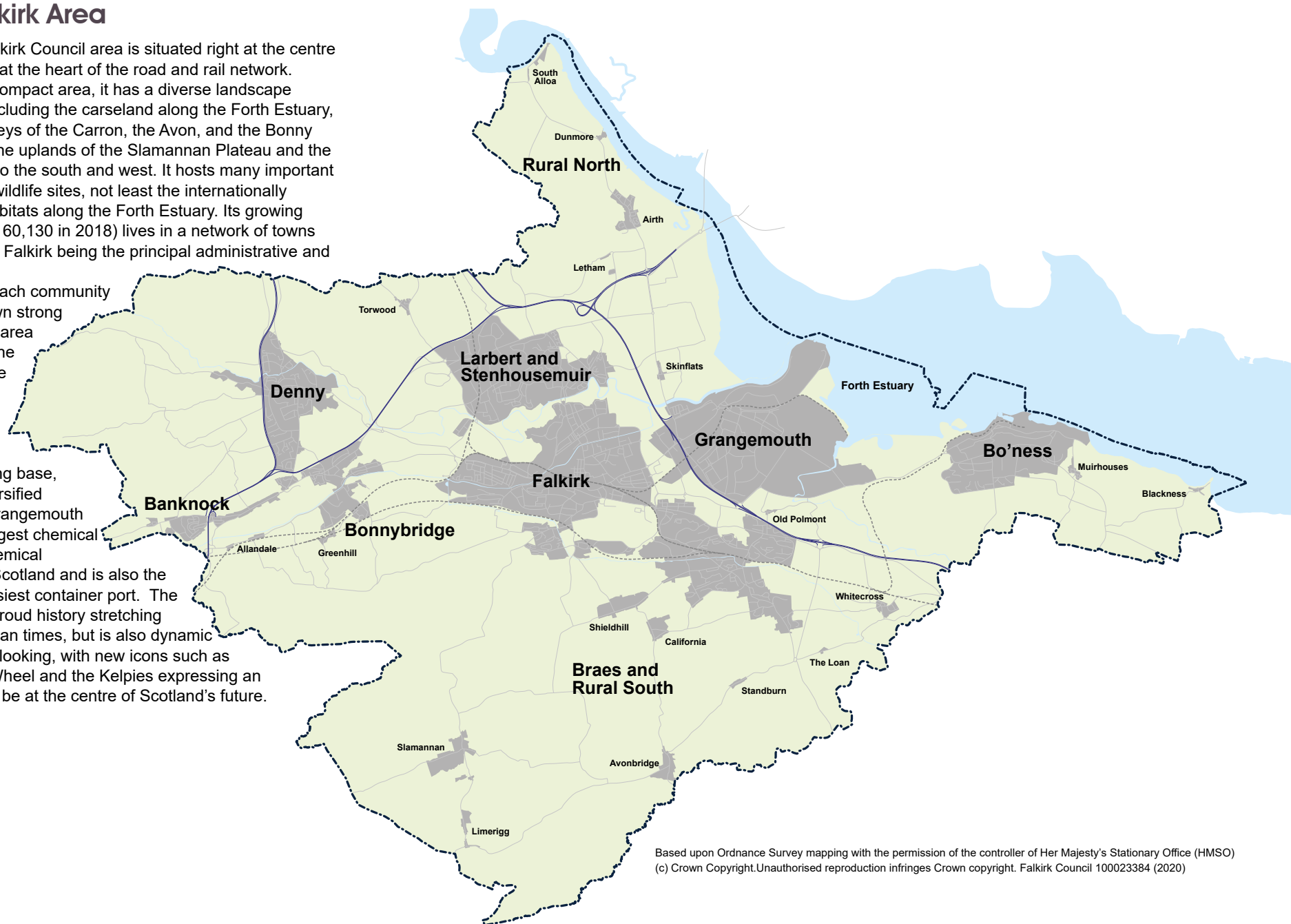


# 2. VISION



## The Falkirk Area

**2.01** The Falkirk Council area is situated right at the centre of Scotland, at the heart of the road and rail network. Although a compact area, it has a diverse landscape character, including the carseland along the Forth Estuary, the river valleys of the Carron, the Avon, and the Bonny Water, and the uplands of the Slamannan Plateau and the Denny Hills to the south and west. It hosts many important designated wildlife sites, not least the internationally important habitats along the Forth Estuary. Its growing population (160,130 in 2018) lives in a network of towns and villages, Falkirk being the principal administrative and service centre, but each community having its own strong identity. The area was one of the cradles of the industrial revolution, and retains a strong manufacturing base, within a diversified economy. Grangemouth hosts the largest chemical and petrochemical complex in Scotland and is also the country's busiest container port. The area has a proud history stretching back to Roman times, but is also dynamic and forward looking, with new icons such as the Falkirk Wheel and the Kelpies expressing an aspiration to be at the centre of Scotland's future.



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## Developing a Vision: Challenges and Opportunities

**2.02 Place.** Falkirk has some great places to live, work and visit, as evidenced by the increasing desire of people to come to the area. The area has been physically transformed over the last forty years, through regeneration of many of our towns and villages, new residential neighbourhoods, and the growth of a fine network of greenspaces in and around them, exemplified by the Helix. The area supports a range of habitats and species that are locally, nationally and internationally important. The value of our historic environment has been increasingly acknowledged, and our canal corridor is coming back to life. The Falkirk Wheel and the Kelpies are internationally recognised icons, and symbolise this renewed sense of identity. But the process of regeneration is far from complete. Our town centres in particular need ongoing investment to help them adapt to economic change and remain attractive places and focal points for our communities. Placemaking must be at the heart of any future vision for the area, to build on and reinforce the positive changes achieved in recent years.

**2.03 Housing.** Our population is growing, and is projected to continue to increase over the plan period, albeit at a slower rate than before. Delivering new housing of the necessary scale in the right place is not easy. New housing frequently raises local environmental concerns. Local infrastructure is at or near capacity in many locations, whilst in others the housing market may not be strong enough to make development viable. A number of our major residential proposals have stalled as a result. However, we must plan positively to create significant new housing to meet the needs of local people and incomers alike. We have to ensure that infrastructure is available or can be provided, that sites can be delivered and, above all, that they will be sustainable places that function well.

**2.04 Economy.** The area's manufacturing and logistics sectors are of national significance, focused on Grangemouth's petrochemical complex and port, both of which have seen major investment. Grangemouth is also attracting interest from the energy sector. There are opportunities for further large scale investment and job creation, but the future success of the Grangemouth Investment Zone will depend on innovation, new technology, diversification and improved infrastructure. Other sectors, such as business services, are under-represented and there remains a need to diversify the business base. Tourism is a significant recent growth area. Falkirk is now a popular visitor destination, and there is a need to further develop visitor infrastructure to maximise the benefit to the local economy. In support of these growth and diversification aspirations, there is a good portfolio of sites available to accommodate new development, but these are affected by a variety of infrastructure constraints. Some were allocated in very different market conditions and their vision and rationale needs to be reappraised.

**2.05 Infrastructure.** Although our area enjoys a central location in Scotland and has excellent accessibility, further investment in infrastructure is needed to support our growth aspirations, not least to address outstanding constraints in the strategic and local road network, and to deliver a new flood defence system for Grangemouth. Our Tax Increment Finance (TIF) programme will help to secure some of these improvements, but additional resources are needed to allow the full potential of the area to be realised, and to unlock some of our major residential sites, through investment in the transport network, drainage infrastructure, schools, and site preparation. At a time of reducing public finance, there is a need for the public sector to utilise its land and buildings more effectively to deliver services.

**2.06 Energy and Climate Change.** Climate change continues to drive the need to move towards a low carbon economy. This has implications for the location and design of future development and transport, and the use of natural resources. Our area has a role to play in promoting further opportunities for low carbon energy and heat, within a more decentralised energy network, but the impact of the environment and communities must be carefully considered in developing the necessary infrastructure.



## Policy Context

**2.07** The **National Planning Framework (NPF3)** and **Scottish Planning Policy (SPP)** set the national planning priorities which LDP2 has to take into account. They promote a vision of Scotland as:

- A successful sustainable place;
- A low carbon place;
- A natural resilient place;
- A connected place.

For our area, NPF has a particular focus on the role of Grangemouth in the national economy, and on the Central Scotland Green Network, which the Falkirk area is at the heart of. SPP sets out a range of policies on topics such as sustainability, placemaking, town centres, new homes, energy, waste, transport and green infrastructure. The Falkirk area lies adjacent to the upper Forth Estuary, and so the **National Marine Plan** is relevant. Co-operation between terrestrial and marine planning processes is necessary along the coast and particularly in the intertidal zone.

**2.08** Local priorities are set out in the **Strategic Outcomes and Local Delivery Plan 2016-2020 (SOLD)** which promotes a vision of the area as **'the place to be'**. It identifies an agenda for action for the Community Planning Partnership, and lists the following desired outcomes:

- Our area will be a fairer and more equal place to live;
- We will grow our local economy to secure successful business, investment and employment;
- Our children will develop into resilient, confident and successful adults;
- Our population will be healthier;
- People will live full, independent and positive lives within supportive communities; and
- Our area will be a safer place to live.

LDP2 will have a key role to play in delivering the spatial planning aspects of these outcomes.

**2.09** The **Economic Strategy for Falkirk 2015-2025** aims to promote:

- **Growth** in the local economy, boosting business formation and growth, fostering innovation, and ensuring a skilled workforce;
- **Investment** to enhance the area's infrastructure, attract business and realise in full the area's economic potential, with the Grangemouth Investment Zone being a key focus for action; and
- **Inclusion** such that all communities can access opportunities and make a full contribution to the area's economy.

There are numerous other plans and strategies which are of relevance to LDP2. These are referred to as appropriate throughout the document.



## The Vision

### 2.10

**The place to be:**  
**a dynamic and distinctive area**  
**at the heart of Central Scotland**  
**characterised by a network**  
**of thriving communities set**  
**within high quality greenspaces,**  
**and a growing economy which is**  
**of strategic importance in the**  
**national context, providing**  
**an attractive, inclusive and**  
**sustainable place in which**  
**to live, work, visit and invest.**

**2.11** The vision reflects the strength of the existing communities which make up our area, and the desire to maintain and improve their identity, vitality and quality of life. It reflects an aspiration to continue the process of transformation and regeneration, through growth, investment, new homes and new jobs. It reflects our desire for an environmentally sustainable future, where our assets and resources are carefully managed for generations to come.

**2.12** The vision can be broken down into nine objectives which are illustrated in the table on the following page.



Thriving Communities	LDP2 OBJECTIVES	WHERE WE WILL BE IN 2040?	WHAT COMMUNITY PLANNING OUTCOMES WILL THIS DELIVER?	WHAT PARTS OF THE PLAN WILL DELIVER THIS?
	Enable continued <b>population and household growth</b> , and the delivery of housing to meet the full range of housing needs.	Our population will have increased to 170,870 by 2039. A wide choice of new market and affordable housing will be available to meet the needs of local people and incomers, across all of our communities. New homes will have provided the stimulus for regeneration of major brownfield sites.	Our area will be a fairer and more equal place to live. People will live full independent and positive lives within supportive communities. We will grow our local economy to secure successful business, investment and employment.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Housing</b> <b>Policies: Homes and Communities</b>
	Build <b>sustainable attractive communities</b> which are distinctive, safe and pleasant, welcoming, adaptable, resource efficient and easy to move around in.	Communities will have grown in a way that is sensitive to their identity and setting. Through careful masterplanning we will have created sustainable new residential neighbourhoods that are great places to live.	People will live full independent and positive lives within supportive communities. Our population will be healthier. Our area will be a safer place to live.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Housing</b> <b>Policies: Place &amp; Environment</b> <b>Policies: Homes and Communities</b> <b>Policies: Infrastructure and Resources</b>
	Provide <b>infrastructure</b> to meet the needs of an increasing population and further improve the area's <b>connectivity</b> .	Strategic transport and flood defence infrastructure will have been delivered to unlock the growth potential of the area, particularly the Falkirk and Grangemouth Investment Zones. A co-ordinated approach will have ensured that investment in local community infrastructure has kept pace with growth.	Our area will be a fairer and more equal place to live. We will grow our local economy to secure successful business, investment and employment. Our population will be healthier. Our children will develop into resilient, confident and successful adults. Our area will be a safer place to live.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Infrastructure</b> <b>Policies: Infrastructure and Resources</b>

Growing Economy	LDP2 OBJECTIVES	WHERE WE WILL BE IN 2040?	WHAT COMMUNITY PLANNING OUTCOMES WILL THIS DELIVER?	WHAT PARTS OF THE PLAN WILL DELIVER THIS?
	Foster <b>economic growth, investment and inclusion</b> , reinforcing the area as a strategic component of the Scottish economy.	The area will have a dynamic, diverse, and resilient low carbon economy. The success of the Falkirk and Grangemouth Investment Zones will have grown the area as a national hub for manufacturing excellence and innovation, and port and logistics activity, complemented by a broader business base and a thriving visitor economy.	Our area will be a fairer and more equal place to live. We will grow our local economy to secure successful business, investment and employment.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Business</b> <b>Policies: Jobs and Economy</b>
	Make our <b>town centres</b> vibrant and viable focal points within our communities.	Falkirk Town Centre will be the best town centre of its kind in Scotland, its regeneration opportunities having delivered new cultural, residential and office uses to complement its established retail function. District and local centres will provide residents with access to quality convenience shopping and services within a high quality environment.	We will grow our local economy to secure successful business, investment and employment. People will live full independent and positive lives within supportive communities.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Town Centres</b> <b>Policies: Jobs and Economy</b>
	Capitalise on the area's <b>tourism potential</b> and build a strong visitor economy.	The Falkirk area will be one of the top visitor destinations in Scotland, with a fully integrated network of attractions, activities and supporting infrastructure. A regenerated canal corridor will sit at its heart.	We will grow our local economy to secure successful business, investment and employment.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Business</b> <b>Policies: Jobs and Economy</b>

Sustainable Place

LDP2 OBJECTIVES	WHERE WE WILL BE IN 2040?	WHAT COMMUNITY PLANNING OUTCOMES WILL THIS DELIVER?	WHAT PARTS OF THE PLAN WILL DELIVER THIS?
Support a <b>low carbon, circular economy</b> and build resilience to <b>climate change</b> .	Renewable energy and heat will be embedded within new developments and a full range of sustainable transport choices will be available for all communities. A network of appropriately located waste management facilities will deal with waste sustainably. Investment in flood mitigation, especially at Grangemouth, and appropriate location of new development, will have strengthened our resilience to heightened flood risk.	Our area will be a fairer and more equal place to live We will grow our local economy to secure successful business, investment and employment Our area will be a safer place to live.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Energy</b> <b>Policies: Infrastructure and Resources</b>
Extend and improve <b>the green network</b> and protect the area's natural environment and resources.	We will have a high quality, well maintained and fully connected network of multifunctional greenspaces which has conserved and enhanced our biodiversity, offers local people exceptional recreational opportunities, and increases our resilience to climate change. Our air and water quality will have improved. Mineral extraction will have been managed carefully to avoid damage to the environment and communities.	Our area will be a fairer and more equal place to live. We will grow our local economy to secure successful business, investment and employment. Our population will be healthier. People will live full, independent and positive lives within supportive communities. Our area will be as safer place to live.	<b>Spatial Strategy: Place</b> <b>Spatial Strategy: Green Network</b> <b>Spatial Strategy: Minerals</b> <b>Policies: Place and Environment</b> <b>Policies: Infrastructure and Resources</b>
Protect, enhance and promote our <b>historic environment</b> .	All our historic environment assets will be valued, protected and promoted as a vital contributor to placemaking and economic growth. The Antonine Wall World Heritage Site will be sensitively managed and more widely appreciated as a heritage asset of international importance. Our buildings at risk will have been restored and given new life and new uses.	We will grow our local economy to secure successful business, investment and employment.	<b>Spatial Strategy: Place</b> <b>Policies: Place and Environment</b>





# 3. SPATIAL STRATEGY





## Place

**3.01** Developing the Falkirk area as a good place to live and work is central to the Spatial Strategy of the LDP. While the principles of good placemaking set out in Policy PE01 will apply to all new development and all areas, there are some locations where investment will be particularly focused on creating good places. These are the areas of the greatest need or opportunity, where the economic and social impact of placemaking will be greatest. These 'place priorities' are highlighted below and illustrated in Map 3.1.

**3.02 Town and Local Centres.** Our town and village centres are at the heart of our communities yet face significant economic and environmental challenges. Renewal and regeneration will be a priority through new development and investment in the existing fabric of our centres, particularly public realm enhancement, as resources and funding opportunities permit. More information is provided within the 'Town Centres' section of the Spatial Strategy.

**3.03 Major Areas of Change.** The Strategic Growth Areas and Strategic Business Locations are where the most significant change will be seen in our communities, with major new residential and business neighbourhoods being created. These present unique opportunities to plan good places comprehensively through masterplanning.

**3.04 Green and Blue Network.** Sustained investment over a number of years has created a network of green and blue spaces around and within our communities, which contributes hugely to quality of life and sense of place. These include parks, woodland, river and canal corridors, countryside, the coast and the path network. During the life of the LDP, this will be a continuing focus for investment through the Falkirk Greenspace Strategy, and related strategies. More information is provided within the 'Green and Blue Network' section of the Spatial Strategy.

**3.05 Historic Environment.** Much of the area's sense of place derives from its historic environment and rich heritage. The protection, enhancement and management of these key place assets will be a priority as set out in 'Our Future in the Past: The Historic Environment Strategy for Falkirk'. Of particular strategic importance are the Antonine Wall World Heritage Site, the Lowland Canals and the nine Conservation Areas.

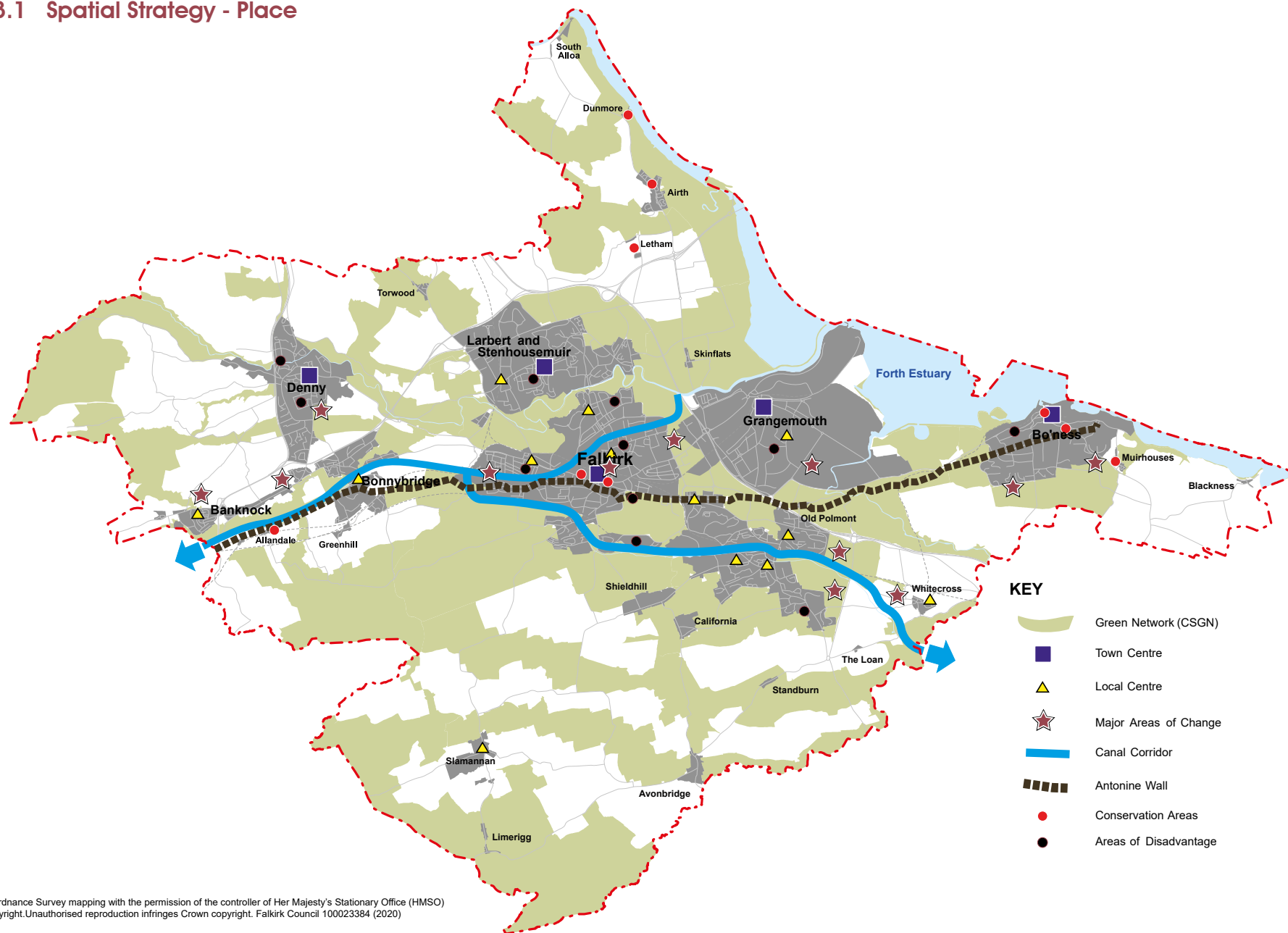
**3.06 Areas of Disadvantage.** Raising quality of place is known to have positive outcomes in terms of the health and well-being of residents. As part of the Council's commitment to tackling inequality, investment in the physical environment of places which suffer social and economic disadvantage will therefore be important. The locations identified on Map 3.1 are those falling within the bottom 15% in the Scottish Index of Multiple Deprivation (SIMD).

**3.07 Transport Corridors.** Our transport corridors provide the 'window' on the area and the gateway to our settlements. Their quality is therefore central to how our area is perceived and understood as a place. High quality development along these corridors will therefore be a priority.





Map 3.1 Spatial Strategy - Place



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## Green and Blue Network

**3.08 The Central Scotland Green Network (CSGN)** is a key national development within the National Planning Framework (NPF3). It seeks to transform the landscape of Central Scotland through environmental improvement, creating woodland and other habitats, restoring vacant and derelict land, and developing path networks. The objective is to create green networks which make the area a more attractive place to live in, do business and visit; to help tackle climate change; to enhance biodiversity; and to promote active travel and healthy lifestyles. The 'blue' network refers to the various elements of the water environment, e.g. our canals, rivers, lochs and the Forth Estuary, which are an integral part of this.

**3.09** In the Falkirk area, CSGN is being delivered through **Falkirk Greenspace**, which has developed over many years and is driven by its own Strategy, with the following themes: economic development and place making; tackling vacant and derelict land; outdoor access; community growing initiatives; outdoor learning; woodland; water environment; biodiversity; and landscape. Other strategies that are vital to the delivery of the green network are the Open Space Strategy and the Falkirk Forestry and Woodland Strategy.

**3.10** The development of the green and blue network is integral to LDP2's vision and growth strategy, and is supported by Policy PE13. It is envisaged as a series of **14 interconnected green network components** which are linked by corridors, as shown in Map 3.2. It will be multi functional, with each component delivering on a range of the themes listed in the Falkirk Greenspace Strategy.

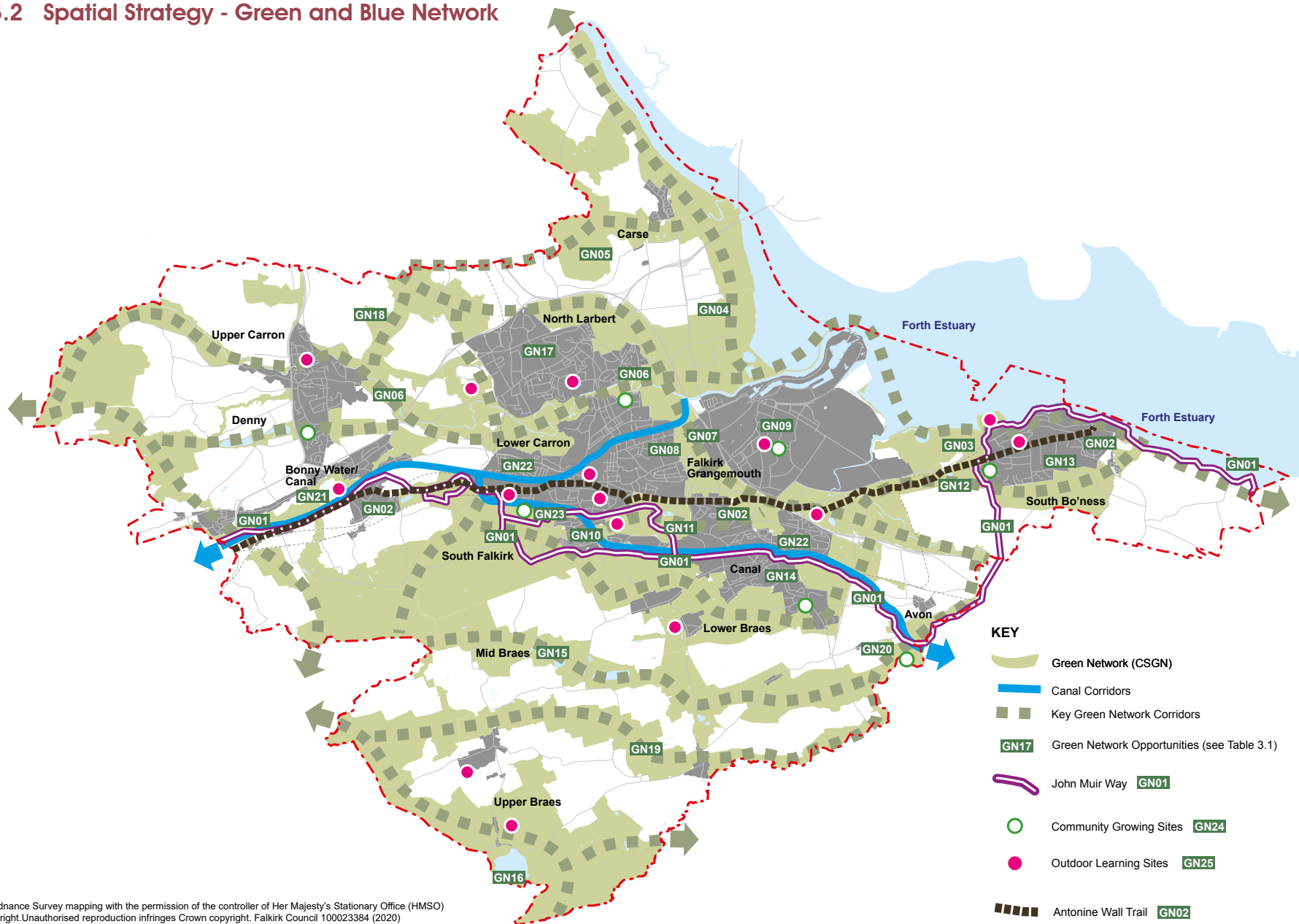
**3.11** LDP2 identifies specific opportunities for enhancement within each green network component. These are listed in Table 3.1. More information on these opportunities is provided in the Proposals and Opportunities Schedule (Appendix 1). In addition to these opportunities, development will be expected to contribute to the green and blue network through the provision of new green infrastructure, particularly in the Major Areas of Change. SG05 'Green Infrastructure and New Development' provides guidance on how this can be done.

**Table 3.1 Green/Blue Network Opportunities**

Green Network Components	Opportunities	Key Green Network Priorities					
		Biodiversity	Active Travel	Landscape	Climate Change	Placemaking	Disadvantaged Communities
Council Wide	GN01 John Muir Way						
	GN02 Antonine Wall Trail						
Forth Estuary	GN03 Kinneil Kerse						
	GN04 Bothkennar/Skinflats						
Carse	GN05 Carse Peatland Restoration						
Upper/Lower Carron	GN06 River Carron Corridor Improvements						
Falkirk- Grangemouth	GN07 Helix						
	GN08 Helix/Falkirk Town Centre Green Corridor						
	GN09 Zetland Park						
South Falkirk	GN10 Lionthorn Policy Bing						
	GN11 Callendar Park and Wood						
South Bo'ness	GN12 Kinneil Estate						
	GN13 Bo'ness Open Space Corridors						
Lower Braes	GN14 Braes Open Space Corridors						
Mid/Upper Braes	GN15 Braes Wetland and Peatland Restoration						
Upper Braes	GN16 Black Loch Access						
North Larbert	GN17 Larbert Open Space Corridors						
	GN18 Glenbervie to Denny						
Avon	GN19 River Avon Corridor						
	GN20 Muiravonside						
Bonny Water	GN21 Bonnyfield Expansion						
Canals	GN22 Falkirk Canal Corridor						
	GN23 Bantaskine Park						
Various	GN24 Community Growing Sites						
	GN25 Outdoor Learning Sites						



Map 3.2 Spatial Strategy - Green and Blue Network



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## Housing

**3.12** The Falkirk area will experience continued population and household growth over the period of LDP2. By 2039, the population is expected to reach 170,870 compared with the 2016 figure of 159,380. It is estimated that the number of households will rise by 10,641 between 2014 and 2039.

**3.13** We therefore need to provide for new housing. Based on the Housing Needs and Demand Assessment, **a housing supply target of 6,894 new homes has been set for the period 2017-2030** to facilitate this growth, of which 3,723 would be market housing and 3,171 affordable housing. This converts to an **annual target of 530 homes, of which 244 would be affordable**. To ensure that the housing land supply is sufficiently generous to allow for delays or problems in the delivery of sites, **a flexibility allowance of 17%** has been added giving an **overall housing land requirement for 2017–2030 of 8,066**. This generosity margin is the same as that used in the previous LDP1, to reflect that a large number of allocated sites in this plan have been carried forward from the previous plan.

**3.14** The distribution of these new homes across the Council area in the period 2017-2030 is shown in Map 3.3 and Table 3.2. There will be continuity with previous plans, with the bulk of new housing being on sites which have previously been allocated. Most communities will benefit from a level of growth, depending on infrastructure, environmental and market constraints. The focus will be on **12 Strategic Growth Areas**, which include a mixture of brownfield regeneration opportunities and major greenfield settlement extensions, where co-ordinated masterplanning and infrastructure delivery will be required. Most are carried forward from LDP1, but three new areas have been introduced in LDP2, at Bo'ness South West, Gilston and the Falkirk Gateway. The Strategic Growth Areas are supplemented by smaller scale opportunities to provide a choice of sites. Further information on specific sites is provided in the Proposals and Opportunities Schedule (Appendix 1) and the Settlement Statements.

**3.15** A proportion of new housing is likely to be delivered through windfall sites and **a windfall allowance of 50 homes every year** has been made, based on previous trends. The Council's housing allocations and expected windfall should be sufficient to maintain an effective supply of housing land. Policy HC01 outlines the approach that will be taken in the event of a shortfall emerging during the plan period.

**3.16** The housing supply target includes an ambitious proportion of **affordable housing** to meet local needs. These will be delivered through the new build programmes of the Council and housing associations, in conjunction with requirements for affordable housing within private sites as set out in Policy HC03. There is also continued scope for the affordable housing target to be met in part from other mechanisms such as the continuation of the buyback policy for ex-Council and housing association stock. This would increase the private element of the target as private stock would be lost to the supply.

**3.17** In the longer term, during the 2030-40 period it is currently broadly estimated that there may be a housing land requirement of around 4,500. Table 3.2 gives an indication of **the likely longer term level of growth** within settlement areas (2030-2040). This is based on larger allocated sites which will continue to deliver homes post 2030, and a broad assessment of the capacity of areas to grow.

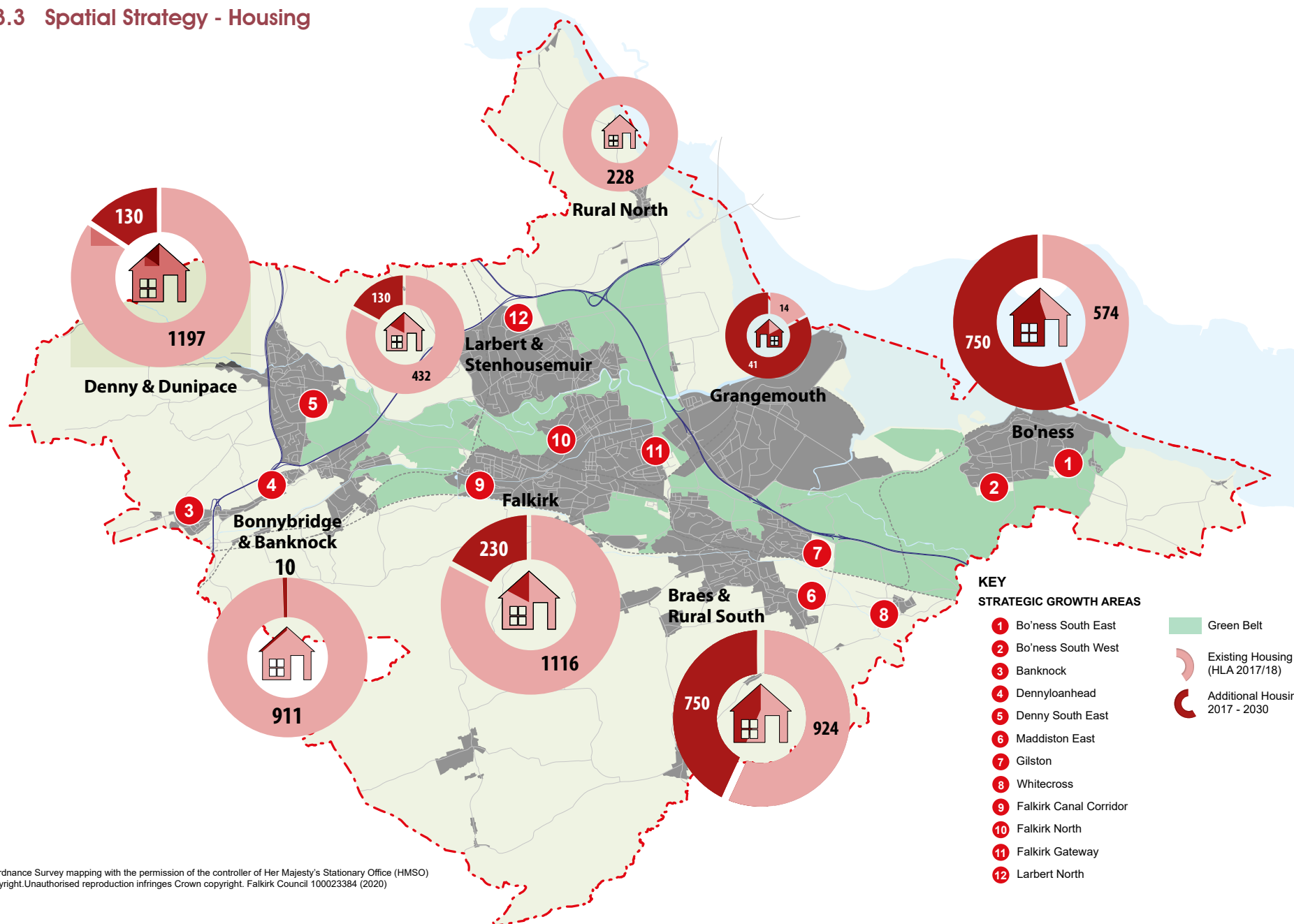
**3.18** The **green belt** will continue to form part of the long term spatial strategy for the area, its primary purpose being to safeguard the identity and setting of communities. The general location of the green belt is shown on Map 3.3 and its detailed boundaries are shown on the Proposals Map. Policy PE15 will be applied to development proposals within the green belt.

**Table 3.2 Housing Allocations by Settlement Area**

Settlement Area	2017 - 2030			2030 - 2040
	Existing Supply (HLA 2017/18)	Additional Housing	Total Housing	Growth Potential
Bo'ness	574	750	1324	Medium
Bonnybridge & Banknock	911	10	921	Medium
Braes and Rural South	924	750	1674	Medium
Denny & Dunipace	1197	130	1327	Medium
Falkirk	1116	230	1346	Medium
Grangemouth	14	41	55	Low
Larbert & Stenhousemuir	432	130	562	Low
Rural North	228	0	228	Low
Windfall Allowance		650	650	
<b>Total</b>	<b>5,396</b>	<b>2,691</b>	<b>8,087</b>	
			<b>Shortfall (-) / surplus (+)</b>	
<b>Housing Supply Target</b>	6,894		<b>+1,193</b>	
<b>Housing Land Requirement (17% margin)</b>	<b>8,066</b>		<b>+21</b>	



Map 3.3 Spatial Strategy - Housing



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## Business

**3.19** The Economic Strategy for Falkirk 2015-2025 is based on growing the local economy, attracting investment to enhance the area's infrastructure, and inclusion so that all local people can access economic opportunities. The aim is to build on existing strengths in manufacturing, chemicals and logistics, with particular emphasis on the opportunities in Grangemouth which are given national recognition in NPF3, and also to broaden the business base.

**3.20** The role of LDP2 is to provide a diverse portfolio of land to support these aspirations. The key strategic sites are grouped into **four Strategic Business Locations** which are focused on the M9/M876/A801 corridor as shown in Map 3.4 and Table 3.3.

**3.21** The strategic opportunities are augmented by smaller sites which provide local opportunities for growth within communities. Further information on specific sites, and the range of uses envisaged, is provided in the Proposals and Opportunities Schedule (Appendix 1) and the Settlement Statements. Existing industrial estates and business parks are also an important resource for economic growth and, where necessary, are safeguarded as **core business areas**.

**3.22 Tourism** is an important growth area for the local economy, with Falkirk now an established destination for visitors. The spatial strategy for the development of tourism is based on **several themed networks** - town centres, the canal corridor, the Central Scotland Green Network, the Antonine Wall and gateway locations offering visitor services. Within these networks **key tourism nodes** will provide the focus for development opportunities and investment as shown in Map 3.4 and Table 3.4.

**Table 3.3 Strategic Business Locations**

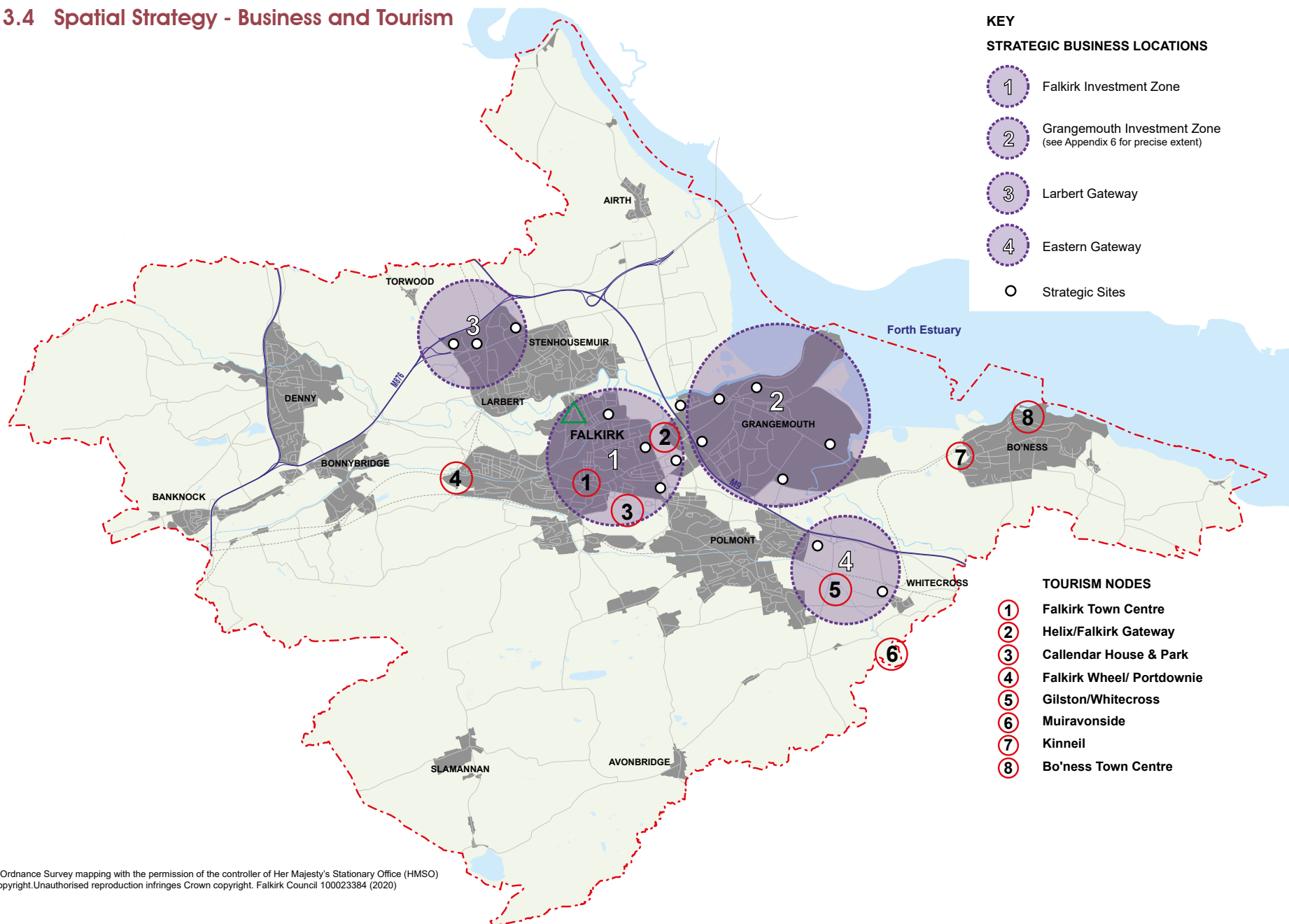
<b>Strategic Business Location</b>	<b>Strategic Sites</b> Other Core Business Areas	<b>Vision and Role</b>
<b>Falkirk Investment Zone</b>	<b>Falkirk Gateway/Stadium</b> <b>Abbotsford Business Park</b> <b>Caledon Business Park</b> Callendar Business Park Middlefield Industrial Estate Bankside Industrial Estate	Falkirk Gateway provides an opportunity for a high quality business quarter benefiting from co-location with the new Forth Valley College campus and Helix and accommodating mixed use development with major emphasis on placemaking, leisure and tourism and low carbon technology. Abbotsford and Caledon to provide high quality business/ industrial parks.
<b>Grangemouth Investment Zone</b>	<b>Bo'ness Road/Wholeflats Road (Ineos)</b> <b>Grangemouth Docks</b> <b>Earls Gate Business Park</b> <b>Wholeflats Business Park</b> <b>Glensburgh</b> <b>South Bridge Street</b> Earls Road (Chemical Cluster) West Mains/Laurieston Road Gateway Business Park	National development (NPF3) with focus on port, logistics, manufacturing, chemicals and energy sectors including extensive opportunities for 'co-location' taking advantage of existing petrochemical/chemical cluster.
<b>Larbert Gateway</b>	<b>Glenbervie</b> <b>Hill of Kinnaid</b> Central Business Park	Glenbervie provides opportunity for business/industrial development benefiting from immediate proximity to M876 Junction 2.
<b>Eastern Gateway</b>	<b>Gilston</b> <b>Whitecross/Manuel Works</b>	Gilston benefits from proximity to M9 junction 4, providing opportunity for business/industry/tourism, and local services, compatible with housing, as part of the mix of uses. Whitecross provides opportunity for industrial park on former brickworks site.

**Table 3.4 Tourism Networks/Themes and Nodes**

	<b>Tourism Networks/Themes</b>				
<b>Tourism Nodes</b>	<b>Town Centres</b>	<b>Canal Corridor</b>	<b>CSGN</b>	<b>Antonine Wall</b>	<b>Gateway Services</b>
<b>Falkirk Town Centre</b>	✓				✓
<b>Bo'ness Town Centre</b>	✓				
<b>Callendar House/ Park</b>			✓	✓	
<b>Helix/Falkirk Gateway</b>		✓	✓		✓
<b>Falkirk Wheel/Portdownie</b>		✓	✓	✓	✓
<b>Gilston</b>					✓
<b>Kinneil</b>			✓	✓	
<b>Muiravonside</b>		✓	✓		



Map 3.4 Spatial Strategy - Business and Tourism



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## Town Centres

**3.23** Town centres form the heart of our communities, providing a sustainable focus for shopping, business, leisure, services and community life, and shaping the area's sense of place. They face a range of economic and social challenges and need adaptation and continuing investment if they are to continue to thrive and meet the needs of local people. Scottish Planning Policy strongly supports the health and vitality of town centres through the **'town centre first' principle** which seeks to prioritise town centres as the first choice for uses which generate significant footfall.

**3.24** The Spatial Strategy defines the **network of centres** as the **principal centre** of Falkirk, the **four district centres** of Grangemouth, Bo'ness, Denny and Stenhousemuir, and a **number of local centres** of varying sizes and functions. In addition, two areas at Central Retail Park and Glasgow Road, Camelon are identified as **commercial centres** given their character and more specific focus on large format retail/leisure uses. The centres and the role of each type of centre is shown in Table 3.5 and Map 3.5.

**3.25** Town centres will be a continuing focus for regeneration. In Falkirk Town Centre there are significant redevelopment opportunities at Grahamston and the East End with potential for new business, cultural, leisure and residential uses, and enhancement of key public transport gateways. There are also opportunities for improving movement generally in and around the town centre, including connections with wider visitor attractions in the town. Other redevelopment opportunities have been identified in Grangemouth, Bo'ness, Denny, Bonnybridge and Newcarron. Further information on specific sites and the range of uses envisaged, is provided in the Proposals and Opportunities Schedule (Appendix 1).

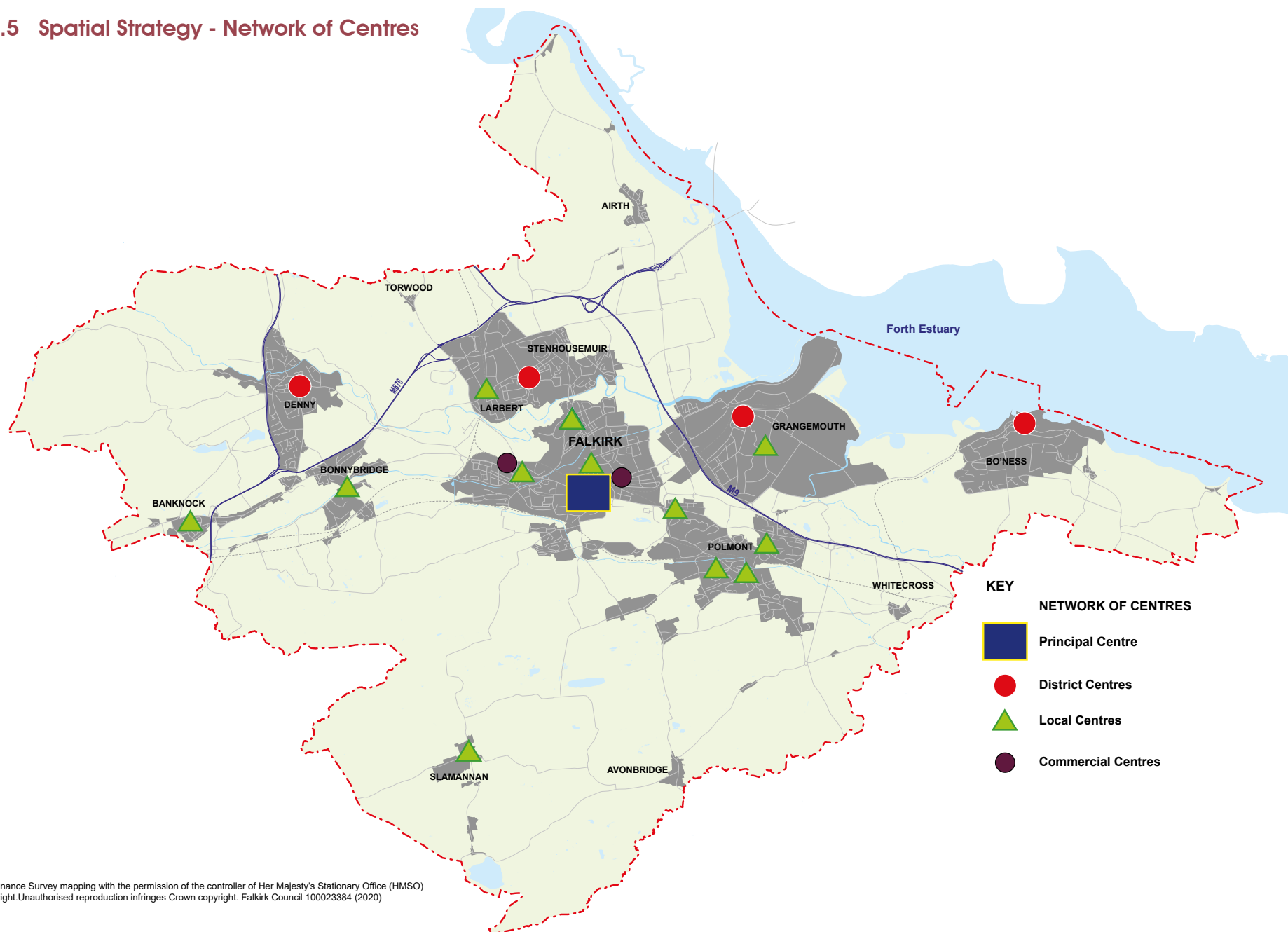
**Table 3.5 Network of Centres**

Type	Centres	Role
<b>Principal Town Centre</b>	<b>Falkirk</b>	Major visitor destination serving area-wide catchment in terms of comparison and convenience shopping and providing an extensive range of shops, services, cultural and leisure activities, and community facilities.
<b>District Town Centres</b>	<b>Bo'ness Denny Grangemouth Stenhousemuir</b>	Centres serving the larger towns in terms of main food shopping, limited comparison shopping and a wide range of local services.
<b>Local Centres</b>	<b>Newcarron/Bainsford Banknock Bonnybridge Brightons Camelon Charlotte Dundas Grahamston Larbert Laurieston Polmont Redding Slamannan</b>	Centres serving the smaller towns and suburbs in terms of top-up shopping and limited local services.
<b>Commercial Centres</b>	<b>Central Retail Park Glasgow Road, Camelon</b>	Centres with a more specific retail/leisure focus offering large format units. These are in edge of centre locations allowing linked trips to the adjacent centres, with a priority being to improve such links.





Map 3.5 Spatial Strategy - Network of Centres



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## Infrastructure

**3.26** Significant additional infrastructure is required over the period of the plan to address existing gaps in provision and to support new business and residential development. As well as the Council's capital programme, the Tax Increment Finance (TIF) Initiative and developer contributions, leveraging in additional external funding will be vital to fully realising the area's strategic growth aspirations. The key aspects which are to be addressed are as follows.

**3.27 Transport.** A range of upgrades to the strategic and local road network have been identified including junctions on the M9 and M80 where capacity enhancement is required to deliver development, the longstanding improvement required to the A801 at the Avon Gorge, improvements to the local road network in Grangemouth to facilitate economic growth under the NPF3 national development and the Denny Eastern Access Road. Other improvements to the network may be necessary to mitigate the impact of specific proposals. The priority for the public transport network will be the improvement of Falkirk Bus Station, with rail station sites at Bonnybridge and Grangemouth safeguarded pending further feasibility and appraisal work. A number of active travel opportunities will strengthen the walking/cycling network and connect communities more effectively.

**3.28 Drainage and Flooding.** The Local Flood Risk Management Plans for the area identify a number of potential projects. The highest priority is a flood protection scheme for Grangemouth which will be a large and complex undertaking providing protection along the coast, the Rivers Carron and Avon, and the Grange Burn. Surface water flooding issues across parts of the area are related to drainage network constraints and have been the subject of an integrated catchment study. Surface water management plans will identify specific network upgrades. Scottish Water is funded for growth at Water and Waste Water Treatment Works and this will support the long term need for upgrades in some settlements experiencing growth.

**3.29 Education and Healthcare.** Further enhancement of school and nursery capacity will be required to accommodate residential growth in a number of locations. Issues also exist in primary healthcare with some local GP practices coming under pressure in the Denny, Bonnybridge / Banknock and the Maddiston East / Whitecross / Braes areas, although no site-specific solutions have yet been agreed.

**3.30 Cemeteries.** Additional capacity is required at a number of the Council's cemeteries, with extension sites identified at Camelon, Hills of Dunipace, Grandsable and Muiravonside. Assessment of ground conditions against stringent SEPA criteria is necessary to establish the type and extent of lairs that can be provided.

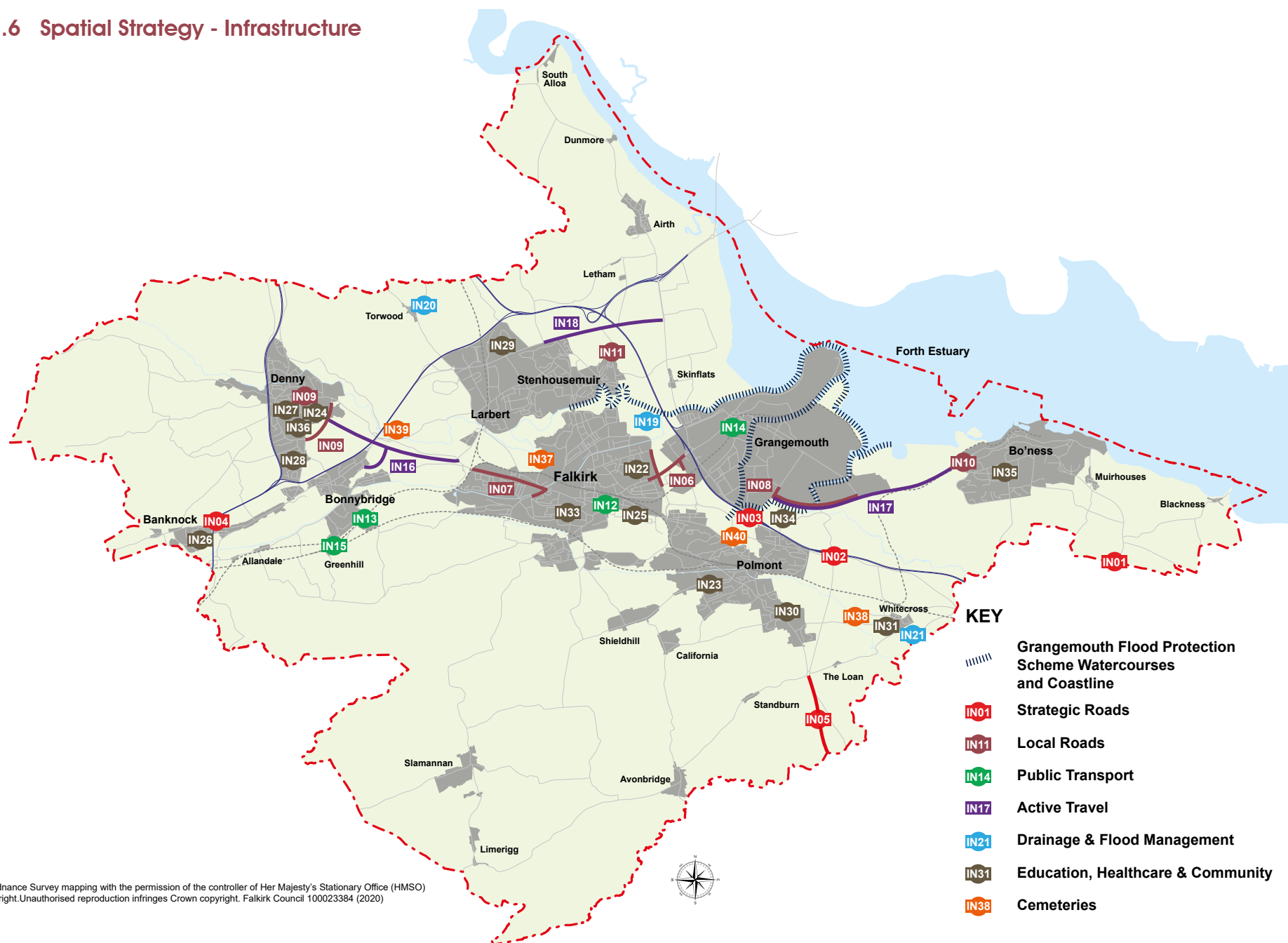
**3.31 Outdoor Sports Facilities.** The Council and Falkirk Community Trust are encouraging the development of a network of strategic 3G pitch hubs as the way forward for outdoor sports provision in the area. There is also a commitment to develop a sports pitch strategy.

**3.32** Projects are highlighted in Map 3.6 and Table 3.6, Further information is provided in the Proposals and Opportunities Schedule (Appendix 1).

**Table 3.6 Infrastructure Proposals**

Type	Proposals	
<b>Strategic Roads</b>	IN01	<b>M9 Junction 3 Improvement</b>
	IN02	<b>M9 Junction 4 Improvement</b>
	IN03	<b>M9 Junction 5 Improvement</b>
	IN04	<b>M80 Junction 7 Improvement</b>
	IN05	<b>A801 Avon Gorge Improvement</b>
<b>Local Roads</b>	IN06	<b>Falkirk A904 Corridor Improvements</b>
	IN07	<b>Falkirk A803 Corridor Improvements</b>
	IN08	<b>Grangemouth Access Improvements</b>
	IN09	<b>Denny Eastern Access Road and Denny Cross Improvement</b>
	IN10	<b>A904/A993 Junction Improvement, Bo'ness</b>
	IN11	<b>C116 Waterslap Road Improvement, Carronshore</b>
<b>Public Transport</b>	IN12	<b>Falkirk Bus Station Improvement</b>
	IN13-14	<b>Bonnybridge/Grangemouth Rail Station Site Safeguarding</b>
	IN15	<b>Greenhill Junction Rail Improvement</b>
<b>Active Travel</b>	IN16	<b>Falkirk - Denny/Bonnybridge Path</b>
	IN17	<b>Bo'ness - Grangemouth Path and A904 Realignment</b>
	IN18	<b>A88 (Antonshill to A905 Path), Stenhousemuir</b>
<b>Drainage &amp; Flood Management</b>	IN19-21	<b>Waste Water Treatment Works upgrades (Dalderse, Torwood, Whitecross)</b>
<b>Education, Healthcare &amp; Community</b>	IN22	<b>Forth Valley College</b>
	IN23-25	<b>Secondary School Capacity Enhancement (Braes, Denny, Graeme)</b>
	IN26-31	<b>Primary School Capacity Enhancement (Bankier, Denny, Head of Muir, Kinnaird, Maddiston, Whitecross)</b>
	IN33	<b>Falkirk Community Hospital</b>
	IN34-36	<b>Sports Pitch Hubs (Little Kerse, Newton Park, Westfield Park)</b>
<b>Cemeteries</b>	IN37-40	<b>Cemetery Extensions (Camelon, Muiravonside, Hills of Dunipace, Weedingshall)</b>

Map 3.6 Spatial Strategy - Infrastructure



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## Energy and Minerals

**3.33** The Spatial Strategy for energy generation within the Council area is driven by the need to reduce greenhouse gas emissions and move to a low carbon economy.

**3.34 Onshore Wind Farms.** In accordance with Scottish Planning Policy, **the spatial framework for onshore wind farms** is set out in Map 3.7. This shows that most of the area is an 'area of significant protection' due to community separation zones associated with our communities, in combination with a number of national and international designations. Within these areas, windfarms may be appropriate in some circumstances. Limited areas mainly to the south and west are 'areas with potential for wind farm development' within which wind farms are likely to be acceptable, subject to detailed consideration against identified policy criteria. The relevant criteria are set out in Policy IR12.

**3.35 Other Renewable Technologies.** Apart from wind, biomass is the other renewable technology that has potential at a commercial scale in the area, and there is a current consent for a biomass energy plant in Grangemouth Docks. The Falkirk Forestry and Woodland Strategy highlights opportunities in the area for energy forests. Other technologies including but not limited to hydro, geothermal and solar will continue to be exploitable at a community or domestic scale, but are not of a scale or nature to merit identification of specific opportunities.

**3.36 Heat Networks.** The main focus for the future development of heat networks is likely to be in and around Grangemouth where there is a cluster of potential heat sources and heat anchors which could be linked, raising the possibility of reduced energy costs for business and domestic users, as well as reducing emissions. Grangemouth and its environs are therefore identified as a priority heat network zone.

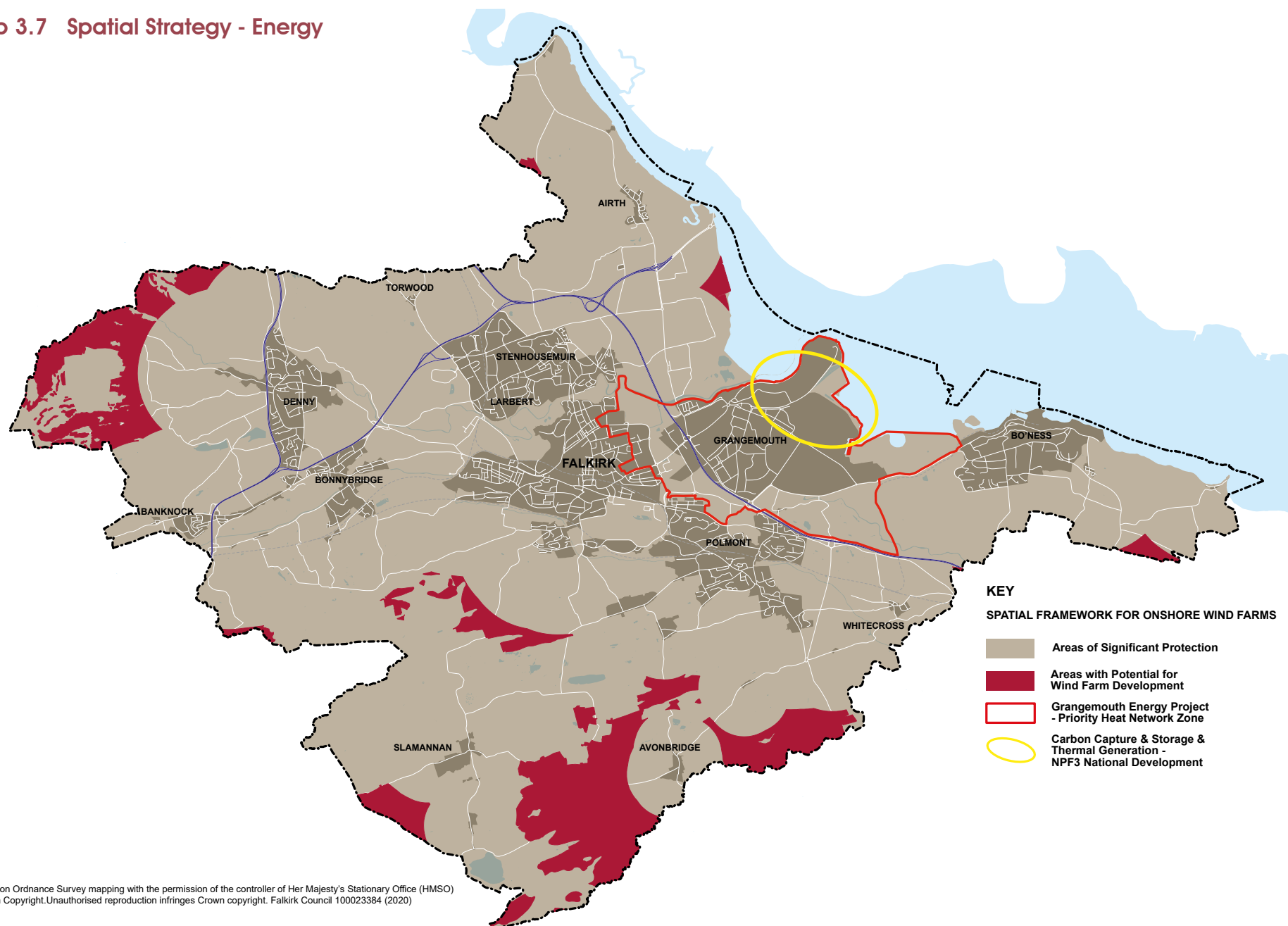
**3.37 Carbon Capture and Storage.** NPF3 identifies Grangemouth as a location for thermal energy generation with carbon capture and storage (CCS). Pending any detailed feasibility work to establish a suitable site, this is shown indicatively on Map 3.7.

**3.38 Minerals.** The Council area has remaining reserves of coal, although the scope for its economic extraction by surface coal mining methods currently appears limited. Nonetheless, in line with Scottish Planning Policy, areas of search for surface coal extraction have been identified on Map 3.8, focusing on the Slamannan Plateau, which is less constrained in landscape terms and provides more opportunities for restoration of abandoned works. Hard rock quarries located in the north west of the area are considered to provide an adequate aggregates land bank for the local market area.

**3.39 Onshore Gas.** The Council is covered by two Petroleum Exploration and Development Licences (PEDL), and has onshore gas reserves, including coal bed methane and shale gas, which may be recoverable by unconventional methods. In line with Scottish Planning Policy, PEDL areas are identified on Map 3.8. However, there is a current Scottish Government moratorium on granting consents for unconventional oil and gas developments.



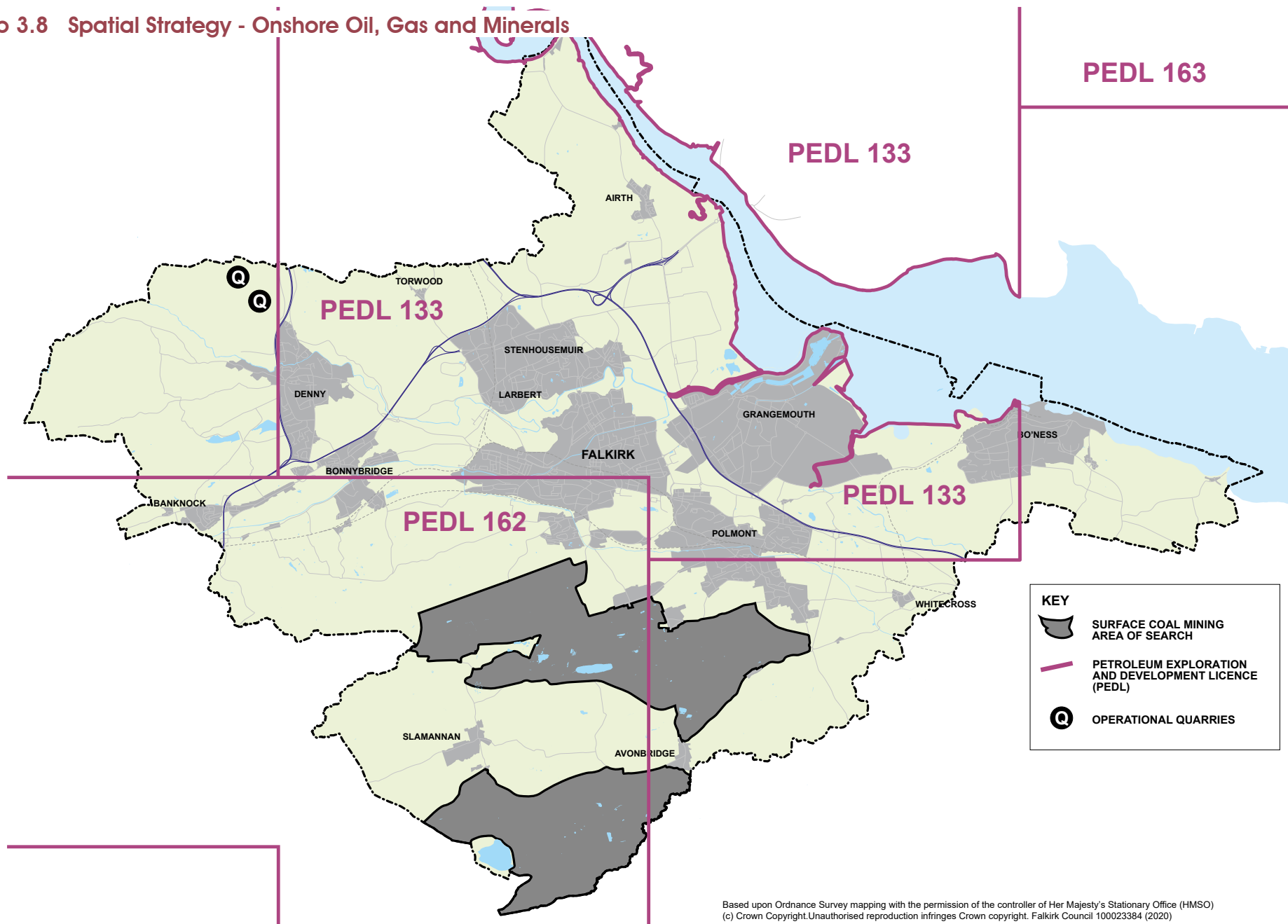
Map 3.7 Spatial Strategy - Energy



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Map 3.8 Spatial Strategy - Onshore Oil, Gas and Minerals



# 4. POLICIES





## Place and Environment - Placemaking

### PE01 Placemaking

Development proposals should promote the six qualities of successful places as defined in Scottish Planning Policy by addressing the following principles:

#### 1. Distinctive

- Existing natural and historic environment features should be identified, conserved, enhanced and integrated sensitively into development. Further guidance is set out in Policies PE05-PE27, and accompanying Supplementary Guidance SG07- SG12;
- The scale, siting and design of new development should respond positively and sympathetically to the site's surroundings, and create a coherent structure of buildings, streets and public spaces that are attractive, distinctive and create a sense of identity within the development. Further guidance is set out in SG02 'Neighbourhood Design';
- Development should include landscaping and green infrastructure which enhances, structures and unifies the development, assists integration with its surroundings, manages surface water sustainably, and contributes, where appropriate, to the wider green network. Further guidance is set out in SG05 'Green Infrastructure and New Development';
- Developments of a significant scale should contribute to public art either through a contribution to an existing local project, or through provision of public art within the development, guided by a strategy prepared by the developer in consultation with the Council and Falkirk Community Trust. Further guidance is set out within SG13 'Developer Contributions' and the public art procurement guide produced by Falkirk Community Trust.

#### 2. Safe and pleasant

- Development should create a safe and secure environment for all users through the provision of high levels of natural surveillance for access routes and public spaces and provision of safe access for all. Further guidance is set out in SG02 'Neighbourhood Design';
- Development should not exacerbate existing air quality issues or introduce new sources of pollution which impact on local air quality without appropriate mitigation.

#### 3. Easy to move around and beyond

- Development should be designed to encourage the use of active travel and sustainable, integrated transport. Further guidance is set out in Policies IR05-IR07;
- Development should build on the existing network of paths, edges, nodes, districts and landmarks to create places that people can navigate easily around.

#### 4. Welcoming

- Streets and public spaces should have buildings fronting them or, where this is not possible, a high quality hard or soft landscape treatment. Further guidance is set out in SG02 'Neighbourhood Design'.

#### 5. Adaptable

- Development should be designed to consider how people use places differently, for example depending on age or degree of personal mobility;
- Where appropriate, development should provide a mix of building densities, tenures and typologies where a variety of diverse but compatible uses can be integrated.

#### 6. Resource efficient

- In support of climate change mitigation, development should promote the efficient use of natural resources and the minimisation of greenhouse gas emissions through: energy efficient design; choice and sourcing of materials; reduction of waste; recycling of materials and incorporating space to separate materials at source; incorporation of low and zero carbon generating technologies and integration into neighbourhood and district heating networks. Further guidance is set out in Policies IR12-IR14;
- In support of climate change adaptation, infrastructure needs and their impacts should be identified and addressed by sustainable mitigation techniques, with particular regard to drainage, surface water management, flooding, traffic, road safety and noise;
- Provision should be made for the satisfactory future management and maintenance of all public areas, landscaping and infrastructure.

**4.01** Placemaking is the art of creating good places. Scottish Planning Policy identifies six qualities of successful places which should form the basis of placemaking and the design, development, renewal and regeneration of our urban and rural built environments. Policy PE01 expands these six qualities into a number of principles which will apply to all new development. This overarching design policy is supported by a number of other topic LDP policies and Supplementary Guidance notes to which cross-references are made as appropriate. Of particular importance is SG02 'Neighbourhood Design' which interprets the principles of the Scottish Government's document 'Designing Streets' for the Falkirk area.

## Place and Environment - Placemaking

### PE02 Placemaking Tools

The use of design and placemaking tools will be required to raise the standard of design and embed the six qualities of successful place in new development:

1. Development frameworks will generally be required for large, multi phased developments, where the co-ordination of a series of sites within a growth area is necessary;
2. Masterplans should be prepared for all development sites where a co-ordinated approach to design is necessary. Masterplans should conform to any relevant development framework, or other planning brief, and should be accompanied, where appropriate, by a design statement which demonstrates how the six qualities of successful places and the principles in Policy PE01 have been achieved;
3. Where major development is proposed, developers will be expected to engage constructively with local communities and utilise local knowledge and feedback in the design of proposals. The use of the Place Standard and interactive design workshops will be encouraged.

**4.02** There are various tools which may be used to promote good placemaking in new development, by ensuring that a co-ordinated, holistic, design-led approach is followed. Policy PE02 highlights the role which development frameworks, masterplans and design statements play in the design process. The scope and content of these documents will vary according to the scale and complexity of the site or sites. Designers will be expected to harness the knowledge of communities and encourage active participation to deliver good places that meet the needs of local people. Innovative engagement techniques should be used, such as the Place Standard which is a tool for assessing the quality of a place and how it can be improved in partnership with local communities.

### PE04 Shopfronts

The design of new or altered shopfronts should be well-proportioned and sympathetic to the character of the building of which they are part, according with Supplementary Guidance SG04 'Shopfronts'.

**4.03** Policy PE04, and its associated Supplementary Guidance SG04, is intended to support the improvement of shopfront design, which is important to the quality of our town and village centres.



## Place and Environment - Historic Environment

**4.04** Much of the Falkirk area's sense of place derives from its historic environment, including a rich diversity of architectural, cultural, historic and archaeological assets. Government policy and guidance is set out in SPP and the Historic Environment Scotland Policy Statement, together with other specific guidance notes on managing change. The Council's overall approach to the conservation and enhancement of the historic environment is set out in the Historic Environment Strategy, which sets out the Council's vision for protecting and enhancing Falkirk's historic environment. The document also sets out a programme of priority actions, some of which are reflected in LDP proposals. The key assets which will be given policy protection in the LDP are indicated below.

### PE05 Antonine Wall

The Council will seek to retain, protect, preserve and enhance the Antonine Wall, its associated archaeology, character and setting. Accordingly:

1. There will be a presumption against development which would have an adverse impact on the 'Frontiers of the Roman Empire (Antonine Wall) World Heritage Site' as defined on the Proposals Map;
2. There will be a presumption against development within the 'Frontiers of the Roman Empire (Antonine Wall) World Heritage Site' buffer zones, as defined on the Proposals Map, which would have an adverse impact on the Site and its setting, unless mitigating action to the satisfaction of the Council in consultation with Historic Environment Scotland can be taken to redress the adverse impact, and there is no conflict with other LDP policies; and
3. Supplementary Guidance SG11 'Frontiers of the Roman Empire (Antonine Wall) World Heritage Site' will be applied in assessing development proposals along the line, or affecting the setting, of the Antonine Wall.

**4.05** The Antonine Wall was inscribed as part of the Frontiers of the Roman Empire World Heritage Site in 2008. A common policy and Supplementary Guidance has been adopted by the five planning authorities who cover the route of the Wall. A Management Plan has also been prepared.

### PE06 Archaeological Sites

1. Scheduled Monuments and other identified nationally important archaeological resources will be preserved in situ, and within an appropriate setting. Developments which have an adverse effect on scheduled monuments or the integrity of their setting will not be permitted unless there are exceptional circumstances;
2. All other archaeological resources will be preserved in situ wherever feasible. The Council will weigh the significance of any impacts on archaeological resources and their settings against other economic, social and environmental merits of the development proposals in the determination of planning applications; and
3. Developers may be requested to supply a report of an archaeological evaluation prior to determination of the planning application. Where the case for preservation does not prevail, the developer shall be required to make appropriate and satisfactory provision for archaeological excavation, recording, analysis and publication, in advance of development.

**4.06** There are around 100 Scheduled Monuments within the Council area. In addition, other sites of regional or local importance are recorded in the Sites and Monuments Record maintained by the Council's archaeologist. Any works directly affecting a designated Scheduled Monument require Scheduled Monument Consent, which is obtained from Historic Environment Scotland.



### PE07 Listed Buildings

The Council supports the sustainable re-use and management of the historic built environment. Accordingly:

1. The sensitive restoration and re-use of listed buildings will be supported;
2. Proposals to alter or extend a listed building should not adversely affect the character, appearance, or special architectural or historic interest of the building;
3. Development proposals within the curtilage or affecting the setting of a listed building should not adversely affect the character, appearance, special architectural or historic interest of the building, or its setting;
4. Proposals for the total or substantial demolition of a listed building will only be supported in exceptional circumstances where it is demonstrated beyond reasonable doubt that:
  - The existing building is no longer of special interest;
  - The existing building is incapable of physical repair and re-use, as shown by the submission and verification of a thorough structural condition report;
  - The costs of repair and re-use are such that it is not economically viable; or
  - The demolition of the building is essential for the delivery of significant economic benefits for the local or wider community.
5. Proposals affecting listed buildings or their setting should conform with SG12 'Listed Buildings and Unlisted Properties in Conservation Areas'.

**4.07** There are over 300 listed buildings and structures in the Council areas, the largest concentrations being in Falkirk, Bo'ness and Airth/Dunmore.



## Place and Environment - Historic Environment

### PE08 Conservation Areas

The Council will protect the historic character and visual amenity of each Conservation Area. Accordingly:

1. New development in Conservation Areas should preserve or enhance the character and appearance of the Conservation Area;
2. Proposals affecting unlisted buildings in a Conservation Area should respect the character and appearance of the original building;
3. Demolition of unlisted buildings within Conservation Areas which make a positive contribution to the special character and appearance of the area will only be supported where:
  - The existing building is incapable of physical repair and re-use, as shown by the submission and verification of a thorough structural condition report; or
  - The costs of repair and re-use are such that it is not economically viable, as shown by the submission and verification of relevant supporting evidence; or
  - The demolition of the building is essential for the delivery of significant economic benefits for the local or wider community; and
  - Proposals for redevelopment of the site contribute to the character and appearance of the Conservation Area. Existing buildings shall be retained on site until the redevelopment commences;
4. Proposals affecting buildings in Conservation Areas or their setting should conform with SG12 'Listed Buildings and Unlisted Properties in Conservation Areas'.

**4.08** There are currently nine Conservation Areas within the Council area including two Town Centres (Falkirk and Bo'ness); two Victorian suburbs (Arnothill and Dollar Park in Falkirk and Grange in Bo'ness) and five estate/industrial villages (Airth, Allandale, Dunmore, Letham and Muirhouses). Conservation Area Appraisals and Management Plans have been prepared and will be relevant to the consideration of proposals.

### PE09 Areas of Townscape Value

The Council recognises the architectural and historic merit and potential of the additional areas of townscape value identified on the Proposals Map, which do not currently have Conservation Area status. Within these areas:

1. The Council will undertake Character Appraisals to determine whether the areas merit designation as Conservation Areas, either as new Conservation Areas, or as extensions to existing ones; and
2. Development proposals will be required to fit with the distinctive character of the area with particular reference to the historic pattern and density of development; its setting; the architectural style, massing and materials of buildings; landscape treatments; and boundary features.

**4.9** These represent other townscapes of historic or architectural interest which, although not designated as Conservation Areas, merit recognition and will be assessed for possible future Conservation Area status.



### PE10 Historic Gardens and Designed Landscapes

1. There will be a presumption against development which would adversely affect the character, condition, integrity or setting of sites identified in the 'Inventory of Gardens and Designed Landscapes in Scotland', as identified on the Proposals Map;
2. The value of other historic gardens and designed landscapes not listed in the Inventory will be given due weight in the planning process, having regard to their historical significance, integrity and condition, and relationship to other associated historic buildings or structures. Non-inventory sites will be identified within Supplementary Guidance SG09 'Landscape Character Assessment and Landscape Designations';
3. Where development is within or adjacent to any historic garden or designed landscape, developers will be required to provide an assessment of the effects of their proposals on the character and setting of these sites and demonstrate how they will be protected and managed in conjunction with the development; and
4. The Council will seek to encourage sensitive restoration and management of historic gardens and designed landscapes.

**4.10** There are three sites within the Council area listed in the 'Inventory of Gardens and Designed Landscapes in Scotland'. Guidance on these, and identification of locally important non-inventory sites, is provided in SG09 'Landscape Character Assessment and Landscape Designations'.

## Place and Environment - Historic Environment

### PE11 Battlefield Sites

There will be a presumption against development outwith the Urban or Village Limits which would destroy, erode, or adversely affect battlefield sites listed in the Inventory of Historic Battlefields, as identified on the Proposals Map. In assessing impacts, guidance provided in the relevant Historic Environment Scotland 'Managing Change in the Historic Environment' guidance note will be followed. Proposals for the sensitive management and interpretation of battlefield sites will be supported.

**4.11** Three sites within the 'Inventory of Historic Battlefields' lie partly or wholly within the Council area. The second Battle of Falkirk site covers a substantial area to the south of the town, while parts of the Battles of Linlithgow Bridge and Kilsyth lie at the eastern and western end, respectively, of the Council area.



### PE12 Canals

The Council, in conjunction with Scottish Canals and other key partners, will seek to promote the sustainable development of the Forth & Clyde and Union Canals as a major recreational, tourism and heritage asset. Accordingly, the Council will support:

1. The protection and enhancement of the ecology, archaeology, built heritage, visual amenity and quality of the water environment of the canals and their immediate environs, having regard to the detailed policies on these matters contained in the LDP;
2. The protection and enhancement of the operational capacity of the canals for recreational use, including the maintenance and improvement of navigation and the provision of moorings and other infrastructure for a wide range of canal users;
3. The improvement of access, signage and interpretation associated with the canals, with particular emphasis on linkages to and from adjacent communities, tourist attractions, public transport facilities and the wider active travel network, whilst generally continuing to restrict access to the off-side bank (except for approved mooring areas, where access already exists, and in urban areas) and to the Firth of Forth SPA for nature conservation reasons;
4. Residential moorings where an appropriate level of natural surveillance, amenity and access to community facilities can be achieved; and
5. Appropriate canal-side development which
  - Complies with other LDP policies;
  - Is compatible with the operational requirements of the canals and contributes to their recreational amenity through the provision, where appropriate, of public access, amenity areas, moorings and slipways, together with any appropriate commuted sums for maintenance;

- Achieves high design standards, particular attention being paid to the relationship of layout and form to the canal and to the sympathetic use of materials and detailing in buildings and canal-side landscaping;
  - Incorporates measures to ensure that there is no detriment to the canal water environment; and
  - Ensures there is no detriment to the structural stability of the canal; and
6. The use of the canals, where appropriate, as part of surface water management strategies.

**4.12** Scotland's Lowland Canals, restored through the Millennium Link in 2002, form an important corridor of opportunity through the Council area, with the Falkirk Wheel forming the hub of the network. The Spatial Strategy identifies the continuing regeneration of the canal corridor as a priority for both placemaking and tourism development, to which a number of specific opportunities will contribute. The Council's objective is to work with Scottish Canals to increase the level of use of the canals, thereby enhancing their vitality and realising their economic potential, whilst safeguarding their unique natural and cultural heritage.



## Place and Environment - Natural Environment

### PE13 Green and Blue Network

1. The Council will support the delivery of the Central Scotland Green Network in the Falkirk area, and Falkirk Greenspace: A Strategy for Our Green Network, through the development and enhancement of a multi-functional network of green and blue components and corridors as set out in the Spatial Strategy;
2. Within the green and blue network the key priorities of biodiversity, outdoor access, landscape character enhancement, climate change, placemaking and serving disadvantaged communities will be promoted, with particular reference to the opportunities detailed in the Proposals and Opportunities Schedule; and
3. New development should contribute to the green and blue network, where appropriate, through the integration of green infrastructure into masterplans or through enabling opportunities for green and blue network improvement on adjacent land, in accordance with SG05 'Green Infrastructure and New Development'.
4. The seven community growing sites identified at Appendix 1 (Proposal GN24) shall be safeguarded from development unless proposals can demonstrate, on a case-by-case basis, that there is no longer a proven demand for allotment space.

**4.13** The Spatial Strategy sets out in broad terms how the Central Scotland Green Network, a national development within NPF3, will be implemented in the Falkirk area. The spatial focus will be on a series of green and blue network components and corridors which are illustrated in Map 3.2. The thematic priorities are set out in the Falkirk Greenspace Strategy. Policy PE13 supports the implementation of the Spatial Strategy, which will be through specific projects promoted by the Council and other partners, but also through the inclusion of green infrastructure such as landscaping, open space, habitats, active travel and sustainable water management in new development.

### PE14 Countryside

1. The Urban and Village Limits defined on the Proposals Map represent the limit to the expansion of settlements. Land outwith these boundaries is designated as countryside. Development in the countryside will be assessed in terms of the relevant countryside policies for specific uses (HC05 and JE05);
2. Development proposals in the countryside for uses not covered by policies for specific uses will only be permitted where:
  - It can be demonstrated that they require a countryside location;
  - They constitute infill development; or
  - They utilise appropriate existing buildings.

Detailed guidance on the application of these criteria will be contained in Supplementary Guidance SG01 Development in the Countryside;
3. Development proposals in the countryside should additionally demonstrate that their scale, siting and design is such that there will be no significant adverse impact on the rural environment, having regard to other policies on the natural and historic environment, and design guidance in Supplementary Guidance SG01 'Development in the Countryside'.

**4.14** The countryside is defined by the area outwith the urban and village limits. The strategy of the LDP is to direct new development in the rural area to existing villages in order to sustain their vitality and support existing village services and infrastructure. In so doing it seeks to prevent sporadic and intrusive development which could have a detrimental impact on the character of the countryside. However, there will be circumstances where development in the countryside will be appropriate.

### PE15 Green Belt

1. The following areas are designated as Green Belt:
  - Falkirk/Stenhousemuir/Grangemouth/Laurieston Corridor;
  - Polmont/Grangemouth/Bo'ness/Linlithgow Corridor;
  - Falkirk/Larbert/Denny/Bonnybridge Corridor;
  - Callendar Park and Woods.
2. The purpose of the Green Belt is:
  - To direct development to the most appropriate locations and support regeneration;
  - To protect and enhance the character, landscape setting and identity of the settlement, including maintaining their visual separation;
  - To protect and provide access to open space.
3. Within the Green Belt, development will not be permitted unless it can be demonstrated that the proposal satisfies the relevant countryside policies, and it can be demonstrated that it will not undermine any of the purposes of the Green Belt as set out in (2) above.

**4.15** The Green Belt forms an important part of the Spatial Strategy for the area. The primary purpose in the Falkirk area is to safeguard the identity of communities by preventing development which would reduce their visual separation. It provides a stronger presumption against development than the 'countryside' designation, and a more long term indication of the future shape of settlements. It forms a series of connected wedges between the main settlements. The protection of landscape setting and recreational greenspace around towns are important related objectives.



## Place and Environment - Natural Environment

### PE16 Protection of Open Space

1. Development which will result in the loss of open space will only be permitted where:
  - There is no adverse effect on the character or appearance of the area, particularly through the loss of amenity space planned as an integral part of a development;
  - There will be no significant adverse effect on the overall recreational provision in the local area, taking account of the Council's open space standards (as defined within the Open Space Strategy), or the loss will be compensated for by qualitative improvements to other open space in the local area commensurate with its recreational value. Guidance on how loss of open space should be compensated is set out in Supplementary Guidance SG05 'Green Infrastructure and New Development';
  - The area is not of significant ecological value; and
  - Connectivity within, and functionality of, the wider green network is not threatened and public access routes in or adjacent to the open space will be safeguarded.
2. Where development would also involve the loss of outdoor sports facilities, it must additionally be demonstrated that:
  - The proposed development is ancillary to the principal use of the site as an outdoor sports facility; or
  - The proposed development involves a minor part of the outdoor sports facility which would not affect its use and potential for sport and training; or

- The outdoor sports facility which would be lost would be replaced by a new facility of comparable or greater benefit for sport and in a location which is convenient for its users, or by the upgrading of an existing outdoor sports facility to provide a better quality facility either within the same site or at another location which is convenient for its users and which maintains or improves the overall playing capacity in the area; or
- The Council's pitch strategy and consultation with SportsScotland has shown that there is a clear excess of provision to meet current and anticipated demand in the area, and that the site could be developed without detriment to the overall quality of provision.

**4.16** Open space is vital to the quality of places, and fulfils a range of purposes including recreational, landscape, ecological, surface water management and active travel. The Council has prepared an Open Space Strategy, which is based on a detailed audit of its parks and open spaces, and sets out a vision, standards and priority actions for improving the open space resource. The Open Space Strategy recognises that there is an abundance of open space across the Council area, and that the main issue is of quality rather than quantity. Not all open space performs a useful function. There may be opportunities to release open space which is of little or no value for alternative uses, including community growing, as part of beneficial development. Policy PE16 provides criteria for assessing potential losses of open space, and ensuring that open space of value continues to be protected or that, if there would be a loss of recreational amenity, this will be compensated by qualitative improvements to other open space in the vicinity. The policy will apply to all audited open spaces, as shown on the Proposals Map, but also to other smaller, incidental areas of open space. There are additional specific criteria for outdoor sports facilities, which are taken from Scottish Planning Policy. Outdoor sports facilities include playing fields, athletics tracks, golf courses, tennis courts and bowling greens.



## Place and Environment - Natural Environment

### PE17 Open Space and New Development

New development should contribute positively to the provision of open space in the area and support the objectives of the Open Space Strategy. Accordingly:

1. Where appropriate, proposals for new development should include public open space to create a sense of place, integrate the site with the wider green network, promote physical activity, sport and active travel, enhance biodiversity, and manage water within the site; and
2. Where the quantity, quality or accessibility of recreational and sport open space and play facilities in the locality is insufficient to meet the recreational needs of proposed new residential development, as informed by the standards in the Open Space Strategy, the proposal should address the identified deficiencies through either the provision of new on-site recreational and sport open space, or contributions to the improvement of off-site open space.

The detailed planning and design of new open space within new developments, including the methodology for determining and addressing recreational open space deficiencies, should accord with SG05 'Green Infrastructure and New Development'.

**4.17** New development should generally incorporate open space. The provision of open space should be guided by a design-led approach which captures the specific character and opportunities presented by the site, and looks at how open space can contribute to sustainability and placemaking in the development. The recreational needs of residents should also be addressed with reference to the standards set out in the Open Space Strategy. Where there are local deficiencies in provision these can be met either through new open space on the site, or financial contributions to upgrade existing off-site open space. SG05 'Green Infrastructure and New Development' provides more detailed guidance on the methodology for determining the provision of open space within developments.

### PE18 Landscape

1. The Council will seek to protect and enhance landscape character and enhance landscape quality throughout the Council area in accordance with Supplementary Guidance SG09 'Landscape Character Assessment and Landscape Designations';
2. Development within Local Landscape Areas should be designed to minimise any adverse effects on the landscape character and scenic interest for which the area is designated ; and
3. Development proposals which are likely to have significant landscape and visual effects must be accompanied by a landscape and visual assessment demonstrating that, with appropriate mitigation, a satisfactory landscape fit will be achieved.

**4.18** The Falkirk area has a varied landscape, whose quality and character is important to the setting of settlements, and the area's image and identity. Local Landscape Areas (LLAs) identify the most important local landscapes (Denny Hills, Slamannan Plateau/Avon Valley and South Bo'ness). However, in line with the European Landscape Convention, there is a need to recognise the value of all landscapes within the area, and to take account of this in assessing development proposals. Supplementary Guidance SG09 'Landscape Character Assessment and Landscape Designations' therefore provides information on forces for change, sensitivities and development guidance for all Landscape Character Areas.





## Place and Environment - Natural Environment

### PE19 Biodiversity and Geodiversity

The Council will protect and enhance habitats and species of importance, and will promote biodiversity and geodiversity through the planning process. Accordingly:

1. Development likely to have a significant effect on Natura 2000 sites (including Special Protection Areas, Special Areas of Conservation, and Ramsar Sites) will be subject to an appropriate assessment. Qualifying interests of a Natura 2000 site may not be confined to the boundary of a designated site. Where an assessment is unable to conclude that a development will not adversely affect the integrity of the site, development will only be permitted where there are no alternative solutions, there are imperative reasons of overriding public interest, including of a social or economic nature and compensatory measures are provided to ensure that the overall coherence of the Natura network is protected. Where the site has been designated for a European priority habitat or species, consent can only be issued in such cases where the reasons for overriding public interest relate to human health, public safety, beneficial consequences of primary importance for the environment or for other reasons subject to the opinion of the European Commission (via Scottish Ministers);
2. Development affecting Sites of Special Scientific Interest will not be permitted unless it can be demonstrated that the overall objectives of the designation and the overall integrity of the designated area would not be compromised, or any significant adverse effects are clearly outweighed by social, environmental or economic benefits of national importance;
3. Development likely to have an adverse effect on European protected species; a species listed in Schedules 5, 5A, and 8 of the Wildlife and Countryside Act 1981 (as amended); or badgers as per section 10 of the Protection of Badgers Act 1992, will only be permitted where the applicant can demonstrate that a species licence is likely to be granted;

4. Development affecting Local Nature Reserves, Wildlife Sites, Sites of Importance for Nature Conservation and Geodiversity Sites (as identified on the Proposals Map and in Supplementary Guidance SG08 'Local Nature Conservation and Geodiversity Sites'), and national and local priority habitats and species (as identified in the Falkirk Local Biodiversity Action Plan) will not be permitted unless it can be demonstrated that the overall integrity of the site, local habitat or local species population will not be compromised, or any adverse effects are clearly outweighed by social or economic benefits of substantial local importance;
5. Where development is to be approved which could adversely affect any site, habitat or species of significant local nature conservation value, the Council will require appropriate mitigating measures to conserve and secure future management of the relevant natural heritage interest. Where habitat loss or fragmentation is unavoidable, the creation of replacement habitat to compensate for any negative impacts will be required, along with provision for its future management. Where adverse impacts on locally important species are unavoidable, measures to protect and enhance the wider local population of that species will be required; and
6. All development proposals should conform to Supplementary Guidance SG07 'Biodiversity and Development'.

**4.19** Biodiversity is the variety of life that exists on earth. Public bodies have a duty under the Nature Conservation (Scotland) Act 2004 to further the conservation of biodiversity. An important part of this is the safeguarding of identified sites, habitats and species which are protected under national legislation, and international obligations such as the Habitats and Bird Directives. In addition, the Falkirk area has a system of non-statutory local nature conservation sites (Wildlife Sites, Sites of Importance for Nature Conservation and Geodiversity Sites) and a Local Biodiversity Action Plan which identifies a number of priority species and habitats.

**4.20** Policy PE19 provides general support for biodiversity as a consideration within the planning process, and sets out the level of protection which will be afforded to the hierarchy of sites, species and habitats. Supplementary Guidance SG07 'Biodiversity and Development' provides guidance on how biodiversity should be safeguarded and promoted through development, including the control of non-native invasive species on development sites. Supplementary Guidance SG08 'Local Nature Conservation and Geodiversity Sites' provides further information on the non-statutory local sites which have been reviewed through LDP2.





## Place and Environment - Natural Environment

### PE20 Trees, Woodland and Hedgerows

1. There will be a presumption against the removal of safe and healthy trees, non-commercial woodlands or hedgerows, where such removal would be detrimental to landscape, local amenity, nature conservation, recreation or historic environment interests, or erosion and natural flood management. Criteria in the Scottish Government's policy on Control of Woodland Removal will be used to determine the acceptability of woodland removal;
2. Ancient, long-established and semi-natural woodland, including sites identified in the Scottish Ancient Woodland Inventory, will be protected as a resource of irreplaceable value;
3. In areas covered by a Tree Preservation Order (TPO) or Conservation Area, development will not be permitted unless it can be proven that the proposal will not adversely affect the longevity, health or stability of trees, or their landscape, biodiversity or historic value. Where appropriate, other endangered trees or woodlands which have amenity, cultural or historic importance will be protected through the designation of further TPOs;
4. Development which is likely to affect trees should comply with Supplementary Guidance SG10 'Trees and Development'. A Tree Survey and Tree Constraints Plan will be required to inform the design, together with a Tree Protection Plan. Where development is permitted which will involve the loss of trees or hedgerows of amenity value, the Council will normally require replacement planting on site comprising similar species and numbers to the trees and hedgerows removed;
5. The enhancement and management of existing woodland and hedgerows will be encouraged. Where the retention of a tree group or woodland area is integral to a development proposal, developers will be required to prepare and implement an appropriate Management Plan;

6. The provision of new trees and woodland in association with new development will be encouraged in accordance with Supplementary Guidance SG05 'Green Infrastructure and New Development'; and
7. There will be a preference for the use of locally native species in new and replacement planting schemes, or other species where these are integral to an historic landscape.

**4.21** Trees and woodlands have many benefits, including timber production, placemaking, landscape enhancement, screening, shelter, biodiversity value, carbon fixing, air quality improvement, natural flood management, recreation and opportunities to interact with nature. Hedgerows similarly have important benefits for landscape enhancement, screening, biodiversity, and air quality improvement. Protection of existing trees and woodland will be a priority, and the principles of the Scottish Governments Policy on 'Control of Woodland Removal' will be followed where woodland is affected. In addition, a number of Tree Preservation Orders (TPOs) are in force across the Council area, as shown on the Proposals Map. New development will be expected to contribute to woodland and green network objectives through management and new planting as appropriate.

### PE21 Promotion of Forestry and Woodland

1. The Council will promote the Falkirk Forestry and Woodland Strategy by:
  - Encouraging sustainable forestry that delivers a range of economic, social and environmental benefits, including climate change mitigation and adaptation, in accordance with the Strategy; and
  - Taking the Strategy into account in responding to consultations on proposals for felling, planting and restocking; in making planning decisions on woodland removal or creation; and making decisions on the Council's woodland projects.

**4.22** Woodland cover, and the proportion of woodland brought under management, has increased in the Falkirk area over recent years, contributing significantly to the green network and bringing multiple benefits. The Falkirk Forestry and Woodland Strategy 2015-2055 provides a long term vision for the management and expansion of our woodland resource, including opportunities and constraints for new planting.



## Place and Environment - Natural Environment

### PE22 The Water Environment

The Council recognises the importance of the water environment within the Council area in terms of its landscape, ecological, recreational and land drainage functions. Accordingly:

1. The Council will support the development of measures identified within the Forth Area River Basin Management Plan designed to improve the ecological status of the water environment;
2. Opportunities to improve the water environment by: opening out previously culverted watercourses; removing redundant water engineering installations; and restoring the natural course of watercourses should be exploited where possible;
3. There will be a general presumption against development which would have a detrimental effect on the integrity and water quality of aquatic and riparian ecosystems, or the recreational amenity of the water environment, or which would lead to deterioration of the ecological status of any element of the water environment. Development proposals adjacent to a waterbody should provide for an appropriate undeveloped and suitably landscaped riparian corridor to avoid such impacts;
4. There will be a general presumption against any unnecessary engineering works in the water environment including new culverts, bridges, watercourse diversions, bank modifications or dams; and
5. The water environment will be promoted as a recreational resource, (subject to the requirements of Policy PE19 (1) for Natura 2000 Sites), with existing riparian access safeguarded and additional opportunities for ecological enhancement, access and recreation encouraged where compatible with nature conservation objectives.

**4.23** The EU Water Framework Directive establishes a legal framework for the protection, improvement and sustainable use of the water environment, which includes rivers, canals, estuaries (transitional waters), lochs, groundwater dependent terrestrial ecosystems and wetlands, coastal waters and groundwater. Objectives include preventing deterioration of aquatic ecosystems and, where possible, restoring surface waters and groundwater to 'good status'. River Basin Management Plans have been prepared to support this process. Policy PE22 aims to ensure that water quality, habitat/species integrity and quality, and the recreational amenity of the water environment is safeguarded by development proposals. Where possible, proposals should also exploit opportunities to improve the ecological status of the water environment, for example restoring watercourses which have been culverted or modified.



### PE23 Marine Planning and the Coastal Zone

In assessing proposals affecting the coastal zone, the Council will seek to:

1. Support the policies of the National Marine Plan and the Regional Marine Plan, when prepared;
2. Protect designated nature conservation sites in accordance with Policy PE19;
3. Protect and enhance the water environment and promote its recreational potential in accordance with Policy PE22; and
4. Take account of flood risk in accordance with Policy PE24.

**4.24** The Forth Estuary is a key part of the geography of the Council area. It is subject to a range of inter-related issues including protection of internationally important estuarine habitats; flood risk and coastal erosion; pollution; and development and recreational pressures. Under the Marine (Scotland) Act 2010, a new statutory framework for marine planning was established, which overlaps with terrestrial planning within the inter-tidal area. Co-ordination between terrestrial and marine planning is important. Policy PE23 therefore references the National Marine Plan, which was published in 2015, and Regional Marine Plans, which will be prepared following the establishment of Regional Marine Partnerships. The policy also cross-refers to other LDP policies which will be of particular importance in assessing proposals affecting the coastal zone.

## Place and Environment - Natural Environment

### PE24 Flood Management

1. The Council will support the delivery of the objectives and actions set out in the Local Flood Risk Management Strategies and Local Flood Risk Management Plans covering the area. There will be a presumption against development which would prejudice the implementation of the relevant actions.
2. Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy, with development being avoided in locations at medium to high flood risk, unless it accords with the criteria set out in the Framework. There will be a presumption against new development which would:
  - Be likely to be at risk of flooding;
  - Increase the level of risk of flooding for existing development;
  - Result in a use more vulnerable to flooding or with a larger footprint than any previous development on site; or
  - Lead to an increase in the probability of flooding elsewhere.
3. Development proposals on land identified as being at medium to high risk from any source of flooding, and low to medium risk areas as identified by the Flood Risk Framework, or where other available information suggests there may be a risk, including proposals to restore the natural course of watercourses, will be required to provide a flood risk assessment in accordance with SEPA's Technical Flood Risk Guidance for Stakeholders that demonstrates that:
  - Any flood risks can be adequately managed both within and outwith the site;
  - An adequate allowance for climate change and freeboard has been built into the flood risk assessment;
  - Access and egress can be provided to the site which is free of flood risk; and

- Water resistant materials and forms of construction will be utilised where appropriate (including any development permitted in medium to high risk areas (that accords with the exceptions in the Flood Risk Framework) or is located in adjacent low to medium risk areas).
4. Development proposals on previously developed land which is at risk of flooding will be limited to uses which are of equal or less vulnerability as defined by SEPA's Land Use Vulnerability Guidance.
  5. Where suitably robust evidence suggests that land contributes or has the potential to contribute towards sustainable flood management measures development will only be permitted where the land's sustainable flood management function can be safeguarded.

**4.25** The Falkirk area faces issues of fluvial, coastal and surface water flooding, as identified on SEPA Flood Maps. For the purposes of flood risk management planning, it falls mostly within the Forth Estuary Local Plan District, with a part of Rural North falling within the Forth Local Plan District. Flood Risk Management Strategies and Plans have been prepared for both Local Plan Districts and have identified a number of key actions to address flooding issues in the area. The highest priority action within the Council area is the Grangemouth Flood Protection Scheme. Details of the various schemes will emerge over time, and the LDP will need to ensure that no development takes place which would impede or unduly constrain options for the necessary works.

**4.26** Policy PE24 also sets out the approach to development in areas which may be risk of flooding, which is based on the Flood Risk Framework in Scottish Planning Policy. Flood Risk Assessments will be required where flooding is an issue, to demonstrate that any flood risks can be adequately managed and mitigated.

### PE25 Soils and Agricultural Land

1. Any proposal for development that would involve the loss of prime quality agricultural land (Classes 1, 2 and 3.1), will not be permitted unless it is essential because it would be:
  - On a site specifically allocated for development in the LDP; or
  - For development that would meet an overriding local or national need and where no other suitable site is available; or
  - For small-scale development directly linked to a rural business; or
  - For the generation of energy from a renewable source, or for the extraction of minerals, where this would accord with other policy objectives and secure provision could be made for restoration to return the land to its former status.
2. Proposals for development that would be likely to disturb or cause significant irreversible damage to areas of carbon rich soils (basin peat, blanket bog, peat alluvium complex, peaty podzols, peaty gleys and salt marshes) or rare soils (podzols, humus iron podzols and saltings) will be required to submit a soil or peat management plan which demonstrates that:
  - The areas of highest quality soil or deepest peat have been avoided;
  - Any disturbance, degradation or erosion has been minimised through mitigation; and
  - Any likely release of greenhouse gas emissions caused by disturbance is offset.
3. Development should ensure the sustainable use of soils during construction and operation and commit to minimise soil sealing, erosion and compaction.



## Place and Environment - Natural Environment

**4.27** Prime quality agricultural land is defined as land falling within Classes 1, 2, and 3.1 in the Macaulay Institute 'Land Capability for Agriculture' classification, and occupies about 17% of the Council area. It is an important finite resource which Scottish Planning Policy indicates should be protected except where its development is an essential component of the settlement strategy or necessary to meet an established need. Policy PE25 also provides protection to carbon rich soils, whose disturbance would contribute to greenhouse gas emissions. Classes 1, 2 and 5 soils from the Scottish Natural Heritage Carbon Rich Soil and Peatland Map can be taken to indicate the presence of carbon rich soils.

### PE26 Air Quality

Development should not exacerbate existing air quality issues or introduce new sources of pollution which impact on local air quality without appropriate mitigation. Impacts on air quality will be taken into account in assessing development proposals, particularly within Air Quality Management Areas (AQMA). An Air Quality Assessment may be required for developments that are within an AQMA or where the proposed development may cause or significantly contribute towards a breach of National Air Quality Standards. Development proposals that result in either a breach of National Air Quality Standards or a significant increase in concentrations within an existing AQMA will not be permitted unless there are overriding issues of national or local importance.

**4.28** Good air quality is an important element of sustainable place making which contributes towards health and well-being as set out in the Cleaner Air for Scotland Framework. Planning has an important part to play in improving air quality, which can be affected by new development, and air quality can be a material consideration in determining planning applications. In areas with significant potential for further industrial development such as Grangemouth proposals may require an air quality assessment even where no breach of air quality standards is anticipated. The Council has put in place a network of monitoring equipment to measure whether it is meeting National Air Quality Standards, and Air Quality Management Areas have been established at Banknock, Grangemouth, Falkirk Town Centre and Haggs related to breaches in various air quality objectives. The Scottish Government has also committed to introducing Low Emission Zones (LEZ) to all AQMA areas by 2023.

### PE27 Vacant, Derelict and Contaminated Land

Proposals that reduce the incidence of vacant, derelict, unstable and contaminated land will be supported, subject to compliance with other LDP policies, particularly those related to development in the countryside. Where proposals involve the development of unstable or contaminated land, they will only be permitted where appropriate remediation or mitigation measures have been undertaken, and proposals are consistent with the requirements of PAN 33.

**4.29** Previously developed land can offer potential opportunities for new development and reduce the need to use greenfield land, as well as improving the environment. SPP supports proposals to bring vacant and derelict land back into productive use or to enhance its value as part of the green network. For potentially or statutorily identified contaminated land, the requirements of PAN 33 'Development of Contaminated Land' should be met, ensuring that the site is suitable for the intended use post development and will not cause unacceptable risk to the wider environment.



## Homes and Communities - Housing

### HC01 Housing Land

1. The housing supply target is 6,894 homes for the period 2017–2030. To meet this target, the Council will support residential development as indicated generally in the Spatial Strategy and as detailed in the Proposals and Opportunities Schedule and Settlement Statements, and on suitable windfall sites which satisfy Policy HC02.
2. The Council will maintain at least 5 years' supply of effective housing land to ensure that the Housing Supply Target is met in full over the development plan period. The Housing Land Audit is the primary source of evidence for monitoring the availability of effective housing land.  
If, during the period of the plan, a shortfall in the 5 year supply of effective land emerges, additional sites for housing will be supported where the proposal would constitute sustainable development, having regard to the relevant criteria in Scottish Planning Policy and other LDP policies. In such circumstances, the scale of the proposed development relative to the scale of the shortfall will be a material consideration. The Council may also impose specific time limits on any planning permissions granted, to ensure that housing is delivered to a timescale that will address the identified shortfall.

**4.30** The approach to housing land provision is set out in the Spatial Strategy, including the overall housing supply target, the housing land requirement which includes a flexibility allowance, and how this requirement is expected to be met through sites carried forward from LDP1, new sites, and windfall sites. In addition, Scottish Planning Policy requires that the Council maintains a 5 year effective land supply. Should a shortfall in the supply occur during the plan period, additional sites may be considered where they meet the criteria set out in Policy HC01.



### HC02 Windfall Housing

Housing development on sites within the Urban and Village Limits, which are not identified as LDP proposals, will be supported where:

1. The site is brownfield or, if greenfield, will meet the terms of the Policy PE16 on protection of open space;
2. Housing is compatible with neighbouring uses and a satisfactory level of residential amenity can be achieved;
3. The site enjoys good accessibility by public transport, walking and cycling to shopping, recreational and other community facilities;
4. Existing infrastructure, such as transport, drainage, education and healthcare has the capacity to accommodate the proposed development, or can be upgraded through appropriate developer contributions, as required by Policy IR02;
5. The site is not at risk of flooding in terms of Policy PE24; and
6. The proposed development complies with other LDP policies.

**4.31** Appropriate opportunities for housing development in addition to those specifically identified in the LDP may arise within the urban area over the period of the plan. These 'unplanned' sites will typically be on brownfield sites, and continue to make a significant contribution to housing supply in the area. The LDP assumes that such sites will yield a contribution of around 650 homes over the period 2017-2030 on the basis of historic trends, and an allowance for this has been built into the Spatial Strategy. Policy HC02 sets out criteria for assessing the suitability of windfall sites for residential development.

# Homes and Communities - Housing

## HC03 Affordable Housing

Housing developments of 20 units and over will provide affordable housing as set out below. The approach to provision should comply with Supplementary Guidance SG06 'Affordable Housing'.

Settlement Areas	Percentage of affordable housing on site
Larbert/Stenhousemuir Rural North Braes and Rural South	25%
Bo'ness Bonnybridge and Banknock Denny Falkirk Grangemouth	15%

**4.32** Affordable housing is housing of a reasonable quality that is affordable to people on modest incomes. The Housing Needs and Demand Assessment demonstrates the continuing need for new affordable housing in the area. Out of the 6,894 homes required by the Housing Supply Target between 2017-2030, 3171 of these are anticipated to be affordable. A proportion of this affordable housing may be delivered by other mechanisms such as buybacks. While a substantial amount of social housing is being delivered by the Council and housing associations, private housing development also needs to contribute through the provision of a proportion of affordable units as set out in Policy HC03. SG06 'Affordable Housing' sets out in detail the types of housing which will be considered as affordable, and the options and mechanisms for complying with this requirement.



## HC04 Housing Density and Site Capacity

1. The density and overall capacity of housing sites should be determined by a site planning process, based on the placemaking principles set out in Policy PE01, and in particular prior consideration of:

- The context of the site and the character of the surrounding area;
- Existing natural and built features which require to be retained within an appropriate setting;
- Open space, flooding and surface water management, and other green infrastructure requirements;
- Landscape impacts and associated mitigation requirements;
- Other site constraints; and
- Residential amenity, with particular regard to privacy, daylighting and suitable provision of private garden ground.

2. Where housing capacity figures set out in the Proposals and Opportunities Schedule have yet to be informed by an approved detailed masterplan, they will be regarded as indicative, pending the preparation of such a masterplan. However, where a proposed site capacity exceeds that set out in the Schedule, this will need to be fully justified through a design statement, which addresses Policy PE01 and the factors listed in sub section (1) above.

**4.33** The appropriate capacity for housing sites needs to be determined through a detailed masterplan which is informed by the relevant design and placemaking principles. Where a site has been allocated in the LDP, but has not yet been fully masterplanned, the capacity stated in the Proposals and Opportunities Schedule will be an indicative estimate, based on a brief appraisal of the site location and constraints, and typical housing densities. It will need to be confirmed by a detailed masterplan, which could result in an amended figure.

## HC05 Housing in the Countryside

Proposals for housing development in the countryside of a scale, layout and design suitable for its intended location will be supported in the following circumstances:

1. Housing required for the pursuance of agriculture, horticulture, or forestry, or the management of a business for which a countryside location is essential;
2. Restoration or replacement of houses which are still substantially intact, provided that the restored/replacement house is of a suitable size and design;
3. Conversion or restoration of non-domestic farm buildings to residential use, including the sensitive redevelopment of redundant farm steadings;
4. Appropriate infill development;
5. Limited enabling development to secure the restoration of historic buildings or structures; or
6. Small, privately owned gypsy traveller sites which comply with Policy HC09.

Detailed guidance on the application of these criteria will be contained in Supplementary Guidance SG01 Development in the Countryside.

**4.34** Given Falkirk's high accessibility to the whole of the Central belt there is pressure for new housing in the countryside. In pressurised areas such as Falkirk, SPP warns that it is important to protect against unsustainable growth in car-based commuting and the suburbanisation of the countryside. Policy HC05 recognises that there are various circumstances that housing in the countryside may be appropriate.



## Homes and Communities - Housing

### HC06 Infill Development and Plot Sub Division

Proposals for the erection of additional houses within the curtilage of existing properties or on small gap sites will be permitted where:

1. The scale, density, disposition and design of the proposed house(s) respect the townscape or countryside character of the area;
2. Adequate garden ground can be provided to serve the proposed house(s) without an unacceptable impact on the size or functioning of the existing garden;
3. Adequate privacy and daylighting will be afforded to both the proposed house(s) and neighbouring properties;
4. The proposal would not result in the loss of features such as trees or walls, such that the character or amenity of the area would be adversely affected;
5. The proposed vehicular access, parking and other infrastructure is of an adequate standard for both proposed and existing houses; and
6. The proposal complies with other LDP policies.

**4.35** Proposals for infill development need to be carefully considered to ensure that the character and amenity of the surrounding area is safeguarded. Consideration will be given to the overall character of the area and the current layout, density and size of surrounding plots to which the proposal relates.



### HC07 Established Residential Areas

Within established residential areas, the introduction of uses which would be incompatible with the residential character and amenity of the area will generally not be permitted. Proposals for appropriate community services (e.g. neighbourhood shops, surgeries and nurseries) or other compatible business uses (e.g. home business and guest houses) will be supported where it can be demonstrated that the quality of the residential environment would be safeguarded, the type and location of the property is suitable, and satisfactory access and parking can be provided.

**4.36** Non-residential uses in residential areas can provide important community services, however it is important that existing residential amenity is not adversely affected or impacted upon when new proposals come forward.

### HC08 Residential Extensions and Alterations

Extensions and alterations to residential properties will be permitted where:

1. The scale, design and materials are sympathetic to the existing building;
2. The location and scale of the extension or alterations will not significantly affect the degree of amenity, daylight or privacy enjoyed by neighbouring properties; and
3. It will not result in overdevelopment of the plot, thereby giving rise to adverse impact on the functioning of garden ground, unacceptable loss of off-street parking or road safety issues.

Detailed guidance on the application of these criteria is set out in Supplementary Guidance SG03 'Residential Extensions and Alterations'.

**4.37** Small scale changes in residential neighbourhoods must be managed to maintain residential amenity. Extensions and alterations that are well designed contribute to the overall attractiveness of the built environment.

### HC09 Gypsy/Traveller Sites

Proposals for privately owned sites for Gypsy/Travellers will be permitted where:

1. There is no adverse impact on the character, appearance and amenity of the area;
2. The proposal complies with other LDP policies relating to the historic and natural environment (PE05 - PE27);
3. There is reasonable access to community facilities and an appropriate level of residential amenity; and
4. The site can be accessed and serviced satisfactorily and the site is not at significant risk from flooding in terms of Policy PE24.

**4.38** There is one Council run site and four privately owned sites for Gypsy/Travellers in the area, with a relatively low number of unauthorised encampments over recent years. The Housing Needs and Demand Assessment does not indicate the need to identify further sites, but Policy HC09 continues to provide guidance for dealing with applications for privately owned sites which may arise.

### HC10 Residential Care Homes

Proposals for residential care homes will generally be permitted where:

1. The location provides an appropriate residential environment;
2. There is good access to public transport;
3. The development is of a scale and character appropriate to the site;
4. Sufficient amenity open space can be provided for the enjoyment of residents; and
5. The proposal complies with other LDP policies.

**4.39** Policy HC10 sets out criteria for considering proposals for residential care homes, ensuring that sites are able to provide a good quality environment for residents. These criteria are likely to be met on allocated residential sites, or on suitable windfall sites within the urban area.

## Jobs and Economy - Business

### JE01 Business and Tourism

1. The Council will promote the following Strategic Business Locations as outlined in the Spatial Strategy:

- Falkirk Investment Zone
- Grangemouth Investment Zone
- Larbert Gateway
- Eastern Gateway

Strategic sites which form part of the Strategic Business Locations, and other local business sites within communities, (as identified in the Proposals and Opportunities Schedule) will be safeguarded for the uses specified.

2. The Council will support tourism development which supports the tourism networks, themes and nodes identified in the Spatial Strategy, is of a quality which enhances the image and tourism infrastructure of the area, and complies with other LDP policies.

**4.40** The Spatial Strategy identifies four Strategic Business Locations where new development and supporting infrastructure will be focused. The Grangemouth Investment Zone reflects the equivalent National Development in NPF3. The employment land supply will be further augmented by local sites providing opportunities for business growth in local communities. The Spatial Strategy also sets out a framework of tourism themes, networks and nodes around which the development of the area's growing visitor economy will be focused and to which new development should contribute.

### JE02 Core Business Areas

The core business areas identified on the Proposals Map will be safeguarded primarily for business and industrial use. Class 4, 5 and 6 uses will be supported in principle within these areas, apart from Callendar Business Park, Falkirk, and Gateway Business Park, Grangemouth where only Class 4 uses will be appropriate. Other employment uses will be permitted where they will not prejudice the primary business function of the area, are compatible with the business/industrial character of the area, and comply with other LDP policies.

**4.41** Core business areas comprise existing industrial estates and business parks which the Council wishes to retain in business use because of their contribution to the local economy. They are typically well located, have a reasonable level of amenity, and collectively support a large number of jobs. Whilst the emphasis in these areas will be on Class 4, 5 and 6 (business, general industry and distribution), Policy JE02 allows flexibility for other employment uses which would be appropriate within an industrial estate or business park environment.



### JE03 Business Areas with Potential for Redevelopment

Within the business areas with potential for redevelopment, as identified on the Proposals Map, and any other non-core business land or premises within the Urban or Village Limit, redevelopment for alternative uses will be permitted provided such uses are compatible with the character of the surrounding area, and comply with other LDP policies. Pending any such redevelopment, proposals for business development within these areas will continue to be supported.

**4.42** It will not always be appropriate to retain industrial areas in employment use. The location and character of some areas may be such that regeneration and placemaking would be better served by allowing redevelopment for other purposes. Policy JE03 therefore allows change to be considered in such areas.

### JE04 Business Development outwith Designated Business Areas

Proposals for business development within the Urban/Village Limits, but outwith designated business areas, will be permitted where the nature and scale of the activity will be compatible with the surrounding area, there will be no adverse impact on neighbouring uses or residential amenity, and the proposal is satisfactory in terms of access, parking and traffic generation.

**4.43** Proposals for business and industrial development will be directed to designated business areas, i.e. identified business and industry proposals, core business areas, and the business areas with potential for redevelopment. Outwith these areas, the introduction of new business uses may be appropriate but will have to be assessed carefully in terms of their potential environmental, amenity and access impacts.

## Jobs and Economy - Business

### JE05 Business Development in the Countryside

Proposals for business development in the countryside of a scale, layout and design suitable for its intended location will be supported in the following circumstances:

1. Areas specifically identified for business development on the Proposals Map;
2. Proposals involving the re-use of industrial, commercial or institutional land or premises, or the conversion of farm buildings for business use;
3. Limited extensions to existing established business in the countryside; or
4. Business development where a need for a countryside location is demonstrated or the development constitutes an appropriate form of farm diversification.

Detailed guidance on the application of these criteria will be contained in Supplementary Guidance SG01 'Development in the Countryside'.

**4.44** A cautious approach to proposals for business development in the countryside is taken to ensure that the character of the countryside in terms of landscape and ecological impacts is safeguarded. Policy JE05 recognises that there are various circumstances where rural sites may be appropriate and offer opportunities for economic growth.



### JE06 Major Hazards

1. Proposals within Major Hazard and Pipeline Consultation Zones and not themselves major hazard developments will be assessed against the following factors:
  - Any increase in the number of people exposed to risk in the area;
  - The existing permitted use of the site or buildings;
  - The extent to which the proposal may achieve regeneration benefits, which cannot be secured by any other means; and
  - The potential impact on chemical and petro-chemical sites and pipelines.
2. Applications for hazardous substance consent (HSC) that would extend major hazard consultation distances within the urban area will be assessed against their impact on allocated development plan sites and any increase in the number of people exposed to risk in the area while taking into account the need to safeguard nationally important clusters of industry handling hazardous substances.
3. Applications for HSC should demonstrate that off-site impacts have been minimised as far as possible through the optimum location and method of storage and by ensuring that the quantity/type of materials applied for is specifically related to operational needs.
4. The revocation of HSC consents will be pursued where the use on the site has ceased. Redevelopment of existing major hazard sites for other non-hazardous uses should also include a review of the HSC's associated with the site.
5. The preferred location for new pipelines will be in existing Pipeline Consultation Zones.

**4.45** The Falkirk Council area has a number of industrial sites which are classified as major hazard sites and a number of major hazard pipelines. The majority of sites are associated with the chemical and petrochemical industries in Grangemouth and some of the pipelines are also for gas transmission. The sites and pipelines are involved in the manufacture, processing, storage or transmission of dangerous chemicals and substances in quantities or at pressures that could pose a risk to workers, local people and the environment in the event of a major accident.

**4.46** In recognition of the potential risk the Health and Safety Executive (HSE) issues a consultation distance (CD) for each site or pipeline which is made up of 3 zones. The HSE uses an established methodology to define CDs taking into account hazardous events, consequences, risk and weather conditions. The closer to the site or pipeline the greater the potential risk and all planning applications within consultation distances are assessed by the HSE through the Planning Advice Web App. This is operated by the Planning Authority to generate the HSE advice. As a general rule the HSE tries to balance the principle of stabilising and not increasing the population at risk with the need for development.

**4.47** Where a planning application falls within a consultation distance Falkirk Council will consider the HSE's advice, as well as taking into account site specific information in relation to the hazard, existing uses and regeneration benefits. The Council may also take into account advice from the major hazard installation owner or operator.





## Jobs and Economy - Town Centres

### JE07 Town and Local Centres

1. The Council will promote the vitality and viability of town and local centres, and their role as defined in the Spatial Strategy, through:

- Applying the town centre first principle;
  - Promoting a diverse range of uses, and encouraging residential development through the waiving of education and open space contributions for residential use in certain circumstances within town centre boundaries, as set out in Policy IR02;
  - Promoting opportunities for development, regeneration and enhancement, with priority given to those identified in the Proposals and Opportunities Schedule; and
  - Improving their accessibility
2. Development or changes of use for retail, business, food and drink, leisure and tourism, cultural and community uses, residential or other appropriate town centres uses within town and local centres will be supported provided that:
- They support the vitality and viability of the centre;
  - They are consistent in type and scale with the centre's role within the network of centres as set out in the Spatial Strategy, and will not undermine the role of any other centre;
  - Within ground floor premises on established shopping streets, an active frontage is maintained; and
  - They are of a high design quality, are compatible with adjacent uses and able to integrate successfully with the centre.

**4.48** Within the network of centres defined in the Spatial Strategy, town centres comprise the principal centre of Falkirk, and the four district centres of Bo'ness, Denny, Grangemouth and Stenhousemuir. Local centres serve the smaller towns and suburbs. Policy JE07 sets out a supportive policy approach to town and local centres which is based on the Scottish Government's town centre first principle, the general need to diversify the mix of uses, and the continuing need for regeneration. Specifically, the viability of new residential development in town centres will be assisted through the removal of the requirement to pay education and open space contributions, in certain circumstances as specified in Policy IR02. Policy JE07 also provides criteria for assessing proposals within town and local centres. In recognition of the challenges facing centres, it offers considerable flexibility on changes of use, although there is a continuing requirement to maintain 'active frontages' on shopping streets, with a window display that expresses the goods or services on offer.



### JE08 Commercial Centres

Within commercial centres, the use of existing units will be controlled in accordance with the relevant planning permissions and Section 75 obligations. Applications for new development, to vary the scope of existing planning permissions, or to modify or discharge any Section 75 obligations, will be assessed against the criteria in Policy JE09, and their ability to meet the sequential town centre approach. Improved linkages between the commercial centres, and town and local centres will be encouraged.

**4.49** Two commercial centres are identified as part of the network of centres - Central Retail Park and Glasgow Road, Camelon. Both of these have edge of town/local centre locations, but their separate character as retail/leisure parks with large format buildings makes it appropriate that they are identified and treated separately. Phase 2 of Central Retail Park is covered by a Section 75 obligation restricting the range of goods that can be sold. Any relaxation of this, or other development proposals within the commercial centres, will need to be carefully assessed to ensure that there is no adverse impact on town and local centres. The commercial centres are capable of contributing to the adjacent town/local centres, through linked trips, but improved integration and pedestrian links are needed to maximise such benefits.



## Jobs and Economy - Town Centres

### JE09 Town Centre First

1. Retail development proposals in excess of 1,000 sq.m. gross floorspace, significant commercial leisure development, offices, and other significant cultural, civic and community uses should be located within town and local centres. Where such proposals are located outwith town and local centres, they will only be supported where it can be demonstrated that:
  - They accord with the sequential town centre first approach in which locations are considered in the following order of preference:
    - Town and local centres;
    - Edge of centre;
    - Commercial centres;
    - Out of centre locations that are, or can be made accessible by a choice of transport modes;
  - There is no adverse impact on the vitality and viability of town and local centres; and
  - In the case of out of centre locations, there is a need for the development.
2. Retail development proposals of less than 1,000 sq.m gross floorspace and serving a demonstrated neighbourhood need, will be permitted more generally within the urban area, subject to other LDP policies.
3. Motor vehicle showrooms will be permitted generally within allocated business and industrial sites, or other existing business areas, providing that access, servicing and any associated activities can be accommodated without detriment to residential amenity, the functioning of the road network, or the operation of adjacent businesses.

**4.50** The town centre first principle means that town and local centres are the preferred location for significant retail and commercial leisure, major community and cultural uses and other uses generating significant footfall. The threshold for significant development will be 1,000 sq.m. gross floorspace, below which proposals that are shown to be serving neighbourhood needs will be supported in appropriate locations generally within the urban area. Outwith town and local centres, retail and/or leisure impact assessments and a sequential assessment will be required for development proposals in excess of 1,000 sq.m. gross floorspace but, in certain circumstances, may also be required for smaller proposals. These circumstances will vary from case-to-case but will generally occur in situations where the likely impact of a proposal would be disproportionate to its scale. Examples of disproportionate impacts include where: 1) the sale of a particular type of goods is proposed on which a nearby centre is particularly reliant; 2) the location of the proposal is such that there will be a particularly high diversion of trade, or 3) where a local centre is in a particularly vulnerable state.



### JE10 Food and Drink

1. Proposals for Class 3 uses, hot food takeaways and public houses will be encouraged to locate within town, local and commercial centres, in association with other neighbourhood shops or services, or at tourism nodes.
2. Proposals must demonstrate that there will be no adverse impact on the amenity of adjacent residential properties, or the surrounding area generally, by virtue of noise or odours, and that parking and access requirements are satisfied.
3. Temporary consent for mobile snack bar vans may be granted where a specific need is demonstrated, and there is no adverse impact on local amenity or the visual quality of the locality.

**4.51** Pubs, restaurants, hot food takeaways and cafes form an important component of the local economy, and contribute to tourism and the vitality and viability of centres. However, they can pose amenity issues when located adjacent to residential properties.





## Infrastructure and Resources - Infrastructure

### IR01 Strategic Infrastructure

The Council will support, and safeguard land for the provision of the infrastructure listed in the Spatial Strategy and detailed in the Proposals and Opportunities Schedule.

**4.52** The Spatial Strategy sets out the key infrastructure projects which are needed to address existing deficiencies and support future growth over the period of LDP2. The necessary land will be safeguarded to implement these schemes. These will be delivered by a range of public and private agencies. Other major items of infrastructure may emerge over the life of the plan. In particular, the scoping and design of projects arising from Local Flood Risk Management Plans is still evolving.



### IR02 Developer Contributions

Developers will be required to contribute to the provision, upgrading and, where appropriate, the maintenance of infrastructure where development will create or exacerbate deficiencies in, or impose significantly increased burdens on, existing infrastructure. The types of infrastructure where contributions may be required are set out in Table 4.1. The nature, scale and phasing of developer contributions will be determined by:

1. Guidance and contribution rates set out in SG13 'Developer Contributions';
2. Site specific requirements set out in the LDP or relevant development brief; and
3. The principles contained in Circular 3/2012 'Planning Obligations and Good Neighbour Agreements'.

In assessing applications where developer contributions are required, the economic viability of proposals will be taken into account as a material consideration where supported by a Development Viability Statement. Developer contributions for education and open space will be waived for flatted residential development, or conversions of buildings for residential use, of up to 50 units within town centre boundaries.

**4.53** New infrastructure will be funded through a variety of mechanisms. The Council and other public sector bodies will continue to fund some projects through their capital budgets, augmented by external funding where available. The Council's Tax Increment Finance (TIF) initiative will assist in the funding of a number of schemes to unlock business development, particularly in the Grangemouth and Falkirk Investment Zones. However, developer contributions will continue to play an important role in delivering infrastructure which is required specifically to mitigate impacts of new development. The types of infrastructure to which developers may be asked to contribute are highlighted in Table 4.1 and include green infrastructure; transport and drainage infrastructure; and community infrastructure. The Council's approach to contributions will be guided by the provisions of Circular 3/2012, and set out in detail within SG13 'Developer Contributions'. The Council recognises the impact which developer contributions may have on viability of development, and will consider this as a material consideration where properly evidenced.





## Infrastructure and Resources - Infrastructure

Table 4.1 Potential Areas for Developer Contributions

<b>Green Infrastructure</b>	
<b>Open Space and Play Areas</b>	Where open space requirements are to be met through off-site provision, informed by the Open Space Strategy
<b>Habitat Creation and Management</b>	Where mitigation/compensation of ecological impacts is required, or opportunities exist to reinforce the green network, informed by Habitat Surveys and Ecological Impact Assessments
<b>Sustainable Water and Flood Management</b>	Where opportunities exist to provide sustainable flood management or water environment enhancement measures, informed by Flood Risk Management Plans or the River Basin Management Plan
<b>Transport Infrastructure</b>	
<b>Active Travel</b>	Where routes or infrastructure are needed to promote sustainable transport options, informed by Transport Assessments and Travel Plans, or opportunities exist to enhance the green network
<b>Public Transport Facilities and Services</b>	Where access to public transport needs to be secured to promote sustainable transport options, informed by Transport Assessments and Travel Plans
<b>Road Network Improvements</b>	Where improvements to the road network are required to mitigate the impacts of development, informed by Transport Assessments
<b>Community Infrastructure</b>	
<b>Schools and Nurseries</b>	Where school/nursery capacity needs to be enhanced to mitigate the impact of children generated by new development
<b>Community Space</b>	Where there are deficiencies in the quantity or quality of local provision
<b>Healthcare Facilities</b>	Where the physical capacity of healthcare facilities needs to be enhanced to mitigate the impact of additional patients generated by new development
<b>Placemaking and Historic Environment</b>	
<b>Environmental Improvements and Public Art</b>	Where opportunities exist to improve the environment and place quality of communities
<b>Archaeological Investigation and Interpretation</b>	Where archaeological sites or remains are affected by development
<b>Historic Building Conservation</b>	Where mitigation of impacts on historic buildings or conservation area is required, informed by a Heritage Impact Assessment

## Infrastructure and Resources - Infrastructure

### IR03 Education and New Housing Development

Where there will be insufficient capacity within catchment schools to accommodate children from proposed new housing development, or where Council nursery provision will be adversely affected, developer contributions will be sought in line with Policy IR02 to mitigate these impacts. In the rare circumstances where such mitigation cannot be achieved in a manner which is consistent with the Council's education policies, the proposed development will not be supported.

**4.55** The Council has invested substantially in the school estate over recent years, and further investment will need to take place over the period of the plan, the key elements of which are outlined in the Spatial Strategy. School capacity remains an issue in many areas and Policy IR03 will be applied to ensure that pupils generated by development can be accommodated. Developer contributions will be sought to fund capacity enhancement where appropriate, but this may not always be possible. The Council also has a responsibility to provide an increasing number of nursery places. Again developer contributions will be sought to mitigate the cost of meeting the requirement for nursery provision arising from new development.



### IR04 Community Facilities

- Proposals involving the loss of existing community facilities will only be supported where it can be demonstrated that:
  - There is no longer a need for the facility;
  - The facility is no longer financially viable; or
  - The services offered by the facility will be delivered satisfactorily in alternative ways.
- Proposals for new community facilities will be supported where:
  - In the case of proposals generating significant footfall, the sequential town centre first approach is met;
  - In other cases, there is good access by public transport, walking and cycling;
  - The proposal is compatible with the surrounding area in terms of scale, character and design; and
  - The proposal complies with other LDP policies.
- Proposals for major new public buildings, major community facilities or major commercial developments which are publically accessible, should incorporate a Changing Places toilet.

**4.56** Communities benefit from a range of community buildings including those from which the Council or Falkirk Community Trust delivers services, as well as the many buildings owned and managed by private organisations for a variety of beneficial community activities. While these community assets are very important, rationalisation may sometimes be necessary due to issues of financial viability or to achieve more cost efficient ways of delivering services. Policy IR04 sets out a framework for considering applications which involve loss of community facilities. The policy also provides criteria for considering proposals for new community facilities, ensuring that they are located in appropriate and accessible places. The provision of Changing Places toilets will be a requirement in all major new public buildings, major community facilities and large commercial developments which are visited by large numbers of members of the public, for example leisure and arts centres, hospitals and large enclosed shopping centres. Changing Places toilets are toilets with the equipment, space and environment to cater for people with profound and multiple learning difficulties and more complex physical disabilities. Criteria for the design of Changing Places toilets are set out in BS8300.



## Infrastructure and Resources - Infrastructure

### IR05 Travel Hierarchy and Transport Assessment

1. Development proposals should support a hierarchy of travel which maximises the extent to which its travel demands are met first through walking, then cycling, then public transport and finally through use of private cars.
2. Transport assessments will be required for development proposals where the impact of the development on the transport network is likely to result in an increase in the number of trips, such that there will be significant impact on the operation of the transport network, requiring mitigation. Assessments will focus on the hierarchy of travel and should include, where appropriate:
  - Travel plans;
  - Safety audits of proposed mitigation measures; and
  - Air quality impact assessments.
3. The Council will only support development proposals where the transport assessment and travel plan have been appropriately scoped, the network impacts properly defined, and suitable mitigation measures identified.

**4.57** Transport assessments are vital to ensuring that the transport network can accommodate new development, and in ensuring that sustainable modes of transport (active travel and public transport) are prioritised. Transport Assessments must be prepared in line with the current Transport Assessment Guidance published by Transport Scotland (current version published 2012). Travel Plans should accord with the Council's SPG on Travel Plans. The scoping of Transport Assessments and Travel Plans should be agreed with Falkirk Council prior to the submission of planning applications.

### IR06 Active Travel

1. The Council will safeguard, improve and extend the network of active travel routes, with particular emphasis on the core path network. Development proposals should contribute to active travel infrastructure, either through direct provision or developer contributions, and should address the following requirements, as appropriate:
  - Support objectives set out in Travel Plans;
  - Support the Falkirk Greenspace Strategy by improving the extent and connectivity of routes within the green network;
  - Safeguard and improve existing active travel routes affected by the development, including the provision of temporary alternative routes where routes are disrupted by construction;
  - Provide linkages to the existing active travel network in the vicinity of the site and to schools, community facilities, local amenities and public transport; and
  - Provide appropriate additional infrastructure such as cycle parking, seating and signage.
2. The design of routes, including line, construction, surfacing, and, where appropriate, lighting should be specified within proposals and should:
  - Be appropriate to the location and intended use of the routes;
  - Promote safe use of the routes;
  - Facilitate, where appropriate, access to a wide range of users including pedestrians, cyclists and the mobility impaired;
  - Promote ease of maintenance; and
  - Meet relevant standards where routes are to be adopted by the Council.

**4.58** Active travel includes walking and cycling, for both functional and recreational purposes, and brings multiple environmental and health benefits. The Council's Core Paths Plan identifies an integrated system of top-tier routes, both urban and rural, extending to some 250 miles, in addition to which there is an expanding network of local routes which are connecting our communities to places they want to go. It is essential that active travel options are available for new development and that development contributes to the network of routes where opportunities arise. New routes should be appropriately designed and specified. Proposals should accord with the detailed guidance on active travel routes within SG05 'Green Infrastructure and New Development'.

### IR07 Bus Travel

Development should benefit from good access to bus services, taking account of the 400 metre maximum walking distance required by Scottish Planning Policy. Measures to secure this should be assessed and agreed through Travel Plans and may include:

1. Links to existing bus stops, or the provision of new bus stops
2. In the case of larger developments, inclusion of routes suitable for provision of bus services through the development; and
3. Provision of financial contributions to support the delivery of bus services serving the development.

**4.59** Buses are a vital element in the sustainable transport network. They are flexible and adaptable, and require relatively little specialist infrastructure when compared to rail transport. It is therefore important that new development has good access to bus services. Travel plans will specify requirements, which may include providing appropriate pedestrian routes to new or existing bus stops or, in the case of larger developments, making provision for new bus routes within the development, or providing contributions to support the delivery of bus services.



## Infrastructure and Resources - Infrastructure

### IR08 Freight Transport

1. The Council will support the role of the Grangemouth Investment Zone as a freight hub. Freight intensive development will be directed to the Grangemouth Investment Zone and other business locations where sites can be accessed without significant impact on local communities, or on the strategic or local road network.
2. Development which will encourage the transfer of freight from road to rail, including the development of freight handling facilities, will be supported subject to other LDP policies.

**4.60** The Council area is at the hub of Central Scotland's transport network and has been a focus for freight and logistics activity for many years. In particular, Grangemouth is Scotland's largest container port by traffic volume and hosts a cluster of intermodal freight terminals. This role is recognised within NPF3. There is potential for further growth through improved freight handling facilities, improved rail freight infrastructure and additional warehousing. There is also scope for transfer of freight from road to rail, and the Council will work in partnership with the Scottish Government and Network Rail to deliver improvements to rail freight infrastructure that will facilitate this. Proposals must take account of, and mitigate, impacts on the local road network and local communities.



### IR09 Parking

1. The parking standards in the National Roads Development Guide will be applied to new development, subject to the local variations approved by the Council.
2. Parking in town and local centres will be managed to support the role of the centres whilst promoting sustainable travel. Proposed changes to parking provision in centres will be assessed against the effect on their vitality and viability.
3. New car parking provided as part of significant new commercial or community uses should incorporate electric vehicle charging points.

**4.61** The provision and design of parking in new development is critical to managing the impact of cars on places, and promoting sustainable travel. The Council has adopted the National Roads Development Guide (NRDG) and its parking standards. At present one local variation to the parking standards in the NRDG is promoted whereby garages and car ports do not count towards required parking provision. Managing parking in town centres remains a key strategic issue, with a balance having to be struck between accessibility by car, which remains important for viability in most of our centres, and the longer term need to promote more sustainable access by active travel or public transport means. The provision of parking areas for larger commercial or community developments provides the opportunity to support positive changes in transport technologies through the requirement to provide charging points for electric vehicles.

**4.62** A sustainable and effective drainage strategy is fundamental to new development. This is required to incorporate sustainable urban drainage systems (SUDS) for surface water which can manage runoff rates, improve water quality and offers environmental and habitat benefits for the site. Policy IR10 references important guidance on the design of SUDS.

### IR10 Drainage Infrastructure

1. Necessary sewerage infrastructure associated with new development should either be adopted by Scottish Water or have alternative maintenance arrangements which are acceptable to SEPA. Connection to the public sewer is the most sustainable option and will ensure that any pollution risk to the environment is minimised.
2. Surface water management for new development should comply with current best practice on Sustainable Urban Drainage Systems (SUDS), where appropriate forming an integral part of the development's landscape structure as set out within Supplementary Guidance SG05 'Green Infrastructure and New Development'. SUDS will be required to meet the specifications as detailed in the most recent version of Sewers for Scotland should the developer wish the surface water system to vest in Scottish Water.
3. For developments that involve a change of use and/or redevelopment, wherever possible, opportunities should be taken to retrofit SUDS.
4. A drainage strategy, as set out in PAN61, should be submitted with planning applications and must include flood attenuation measures, details for the long term maintenance of any necessary features and a risk assessment. The strategy should follow the latest version of the SUDS Manual.

**4.63** Scottish Planning Policy highlights the role of the planning system in supporting investment in digital infrastructure so as to strengthen digital communications capacity and coverage. The emphasis is on facilitating necessary infrastructure while ensuring that the impact of apparatus is minimised through greater attention to siting and design. Policy IR11 sets out what information and justification should accompany applications to ensure the optimum environmental solution is chosen consistent with meeting operational requirements.

## Infrastructure and Resources - Energy

### IR11 Digital Infrastructure

Proposals for new communications equipment should minimise impact on the environment and communities. Planning applications should be accompanied by supporting information demonstrating that:

1. All siting and design options have been fully considered, including options for site and mast sharing, installation on buildings or other existing structures, or use of ground-based masts. Of the options which meet operational requirements, the chosen site and design should be shown to have the least impacts;
2. The visual impact of the equipment has been minimised or eliminated through design, landscaping and screening, including the use of concealment or camouflage techniques where appropriate. Full details of the design, including height, materials and all components of the proposal should be provided, and normally the smallest suitable equipment should be utilised where it would be visible;
3. Where siting of the equipment is proposed in locations which are designated for their ecological or historic environment importance, or provide the setting or supporting habitat for designations, all other options have been exhausted and, for Natura 2000 sites, that the terms of Policy PE19 have been met; and
4. Where applicable, the cumulative effects of the proposed development in combination with existing equipment in the area has been assessed. Applications should be accompanied by an explanation of how the proposed equipment fits into the wider network;
5. The equipment and installation is designed to be in full compliance with the appropriate ICNIRP guidelines for public exposure to radio frequency radiation provided by the International Commission on Non-Ionizing Radiation Protection (ICNIRP).

Developers should consider the provision of digital infrastructure to houses and businesses where new development is proposed, in consultation with service providers.

### IR12 Energy Generation Development

1. Energy infrastructure developments will be assessed in relation to the following factors:

- Net economic impacts, including local and community socio - economic benefits;
- The scale of contribution to renewable energy generation targets and the effect on greenhouse gas emissions;
- Landscape and visual impacts, having regard to Policy PE18;
- Impacts on forestry, having regard to Policy PE20;
- Ecological impacts; having regard to Policy PE19;
- Impact on green belt objectives, having regard to Policy PE15;
- Impact on carbon rich and rare soils, having regard to Policy PE25;
- Impact on the water environment, having regard to Policy PE22;
- The extent to which waste would be minimised during construction and operation, having regard to Policy IR18
- Impacts on the historic environment; having regard to Policies PE05-PE12;
- Impacts on aviation and digital infrastructure;
- Impacts on communities, whether settlements or individual residential properties, including issues of noise, shadow flicker and air quality;
- Cumulative impacts in relation to the above factors, arising from the combined effect of the proposal with other existing or approved energy developments; and
- Tourism and recreation impacts, including for public access and for long distance walking, cycling and scenic routes.

Detailed guidance on the above factors as they apply to different energy technologies is set out in Supplementary Guidance SG14 Renewable and Low Carbon Energy.

2. Proposals for onshore wind energy proposals of 50m to tip and above will additionally be assessed in relation to the Spatial Framework set out in Map 3.7 of the Spatial Strategy, as follows:

- Within areas of significant protection (Group 2), wind farms may be appropriate in some circumstances. Further consideration will be required to demonstrate that any significant effect on the qualities of these areas can be substantially overcome by siting, design or other mitigation; and
- Within areas with potential for wind farm development (Group 3), wind farms are likely to be acceptable, subject to detailed consideration against the criteria set out in sub section (1).

**4.64** Policy IR12 sets out criteria for assessment of all proposals for energy development. As well as a range of economic, environmental and community factors, the Scottish Government's targets for meeting an increasing proportion of electricity and heat demand from renewable sources will be a key consideration. In relation to wind energy, Scottish Planning Policy requires the Council to produce a spatial framework for onshore wind farm development in accordance with a defined methodology to identify areas of strategic capacity. The Spatial Framework is contained in Map 3.7 within the Spatial Strategy and identifies areas of significant protection (Group 2 - national and international designations; other nationally important mapped environmental interests; and community separation areas); and areas with potential for wind farm development (Group 3).

## Infrastructure and Resources - Energy

### IR13 Low and Zero Carbon Development

1. All new buildings should incorporate on-site low and zero carbon-generating technologies (LZCGT) to meet a proportion of the overall energy requirements. Applicants must demonstrate that 12% of the overall reduction in CO2 emissions as required by Building Standards has been achieved via on-site LZCGT. This proportion will be increased as part of subsequent reviews of the LDP. All proposals must be accompanied by an Energy Statement which demonstrates compliance with this policy. Should proposals not include LZCGT, the Energy Statement must set out the technical or practical constraints which limit the application of LZCGT. Further guidance is contained in Supplementary Guidance SG14 Renewable and Low Carbon Energy. Exclusions from the requirements of this policy are:

- Proposals for change of use or conversion of buildings;
- Alterations and extensions to buildings;
- Stand-alone buildings that are ancillary and have an area less than 50 square metres;
- Buildings which will not be heated or cooled other than by heating provided solely for the purpose of frost protection;
- Temporary buildings with consent for 2 years or less; and
- Where implementation of the requirement would have an adverse impact on the historic environment as detailed in the Energy Statement or accompanying Design Statement.

2. The design and layout of development should, as far as possible, seek to minimise energy requirements through the other sustainability aspects of the current Sections 6 and 7 of the current Building Standards Technical Handbook.

**4.65** Reducing the energy requirements of buildings is a key part of reducing carbon emissions associated with development, and tackling climate change. This is being driven forward primarily by the new Building Standards regime. Whilst the priority is more energy efficient design, embedded renewable and low-carbon technologies also have a role to play in terms of reducing the need for fossil fuel consumption. The Council is legally obliged through the Climate Change (Scotland) Act 2009 to include a policy in the LDP that requires all new development to be designed to ensure new buildings 'avoid a specified and rising proportion of the projected greenhouse gas emissions' through use of low and zero- carbon generating technologies (LZCGT).

**4.66** Scottish Planning Policy states that LDP policies should accord with the standards, guidance and methodologies of the building regulations. Scottish Building Standards set mandatory minimum carbon reduction standards, set out in Section 6 (Energy) of the 2017 Building Standards Handbook. The 2017 revision identifies a 21% improvement in carbon dioxide emissions over 2010 levels for domestic projects, and a 42.8% improvement for non-domestic developments. These changes came into force in October 2017 and will be subject to regular review.

**4.67** An 'active' sustainability label as set out in Section 7 of the current Building Standards Handbook is a starting point to demonstrate that schemes include LZCGT. Proposals must show that a 'specified proportion' of emissions are avoided through use of LZCGT. Overall, a proportional and holistic approach is required to ensure that the energy efficiency of the fabric of the buildings is balanced with the requirement for LZCGT. The approach is set out in SG14 'Renewable and Low Carbon Energy'.





## Infrastructure and Resources - Minerals

### IR14 Heat Networks

1. Decentralised energy generation with heat recovery, and district heating systems, will be encouraged in major new developments, subject to the satisfactory location and design of associated plant. Energy Statements for major developments should include an assessment of the viability for such schemes. Scotland's Heat Map and applicable local Council strategies should inform this assessment.
2. Where the provision of a local energy centre or district heating system is not feasible, developers should futureproof their sites where possible for connection to future heat networks. The installation of pipework to the curtilage of development and safeguarding of piperuns within developments to allow future connection will be required unless the submitted Energy Statement, informed by Scotland's Heat Map and local Council strategies, demonstrates that there are financial or technical barriers to installation.

SG14 'Renewable and Low-Carbon Energy', sets out guidance on heat networks and the matters Energy Statements are expected to address.

**4.68** Heat networks allow recovered heat to be distributed via pipe networks to provide heating or hot water to development. Scottish Planning Policy requires LDPs to support the development of such networks, with heat mapping used as a tool to identify opportunities for co-location of heat sources and heat demand. The Council has also been working with the Heat Network Partnership to prepare a heat strategy for the area, as well as focusing on the delivery of the Grangemouth Energy Project, where there is high potential for co-location. In the meantime, Policy IR14 requires new developments to consider the potential for heat networks, including futureproofing of sites for future connection to such networks, within their Energy Statements. Further guidance on this rapidly-evolving area of work will be reflected in SG14 'Renewable and Low Carbon Energy'. This will include guidance on further areas of opportunity for heat networks, and set out what Energy Statements are expected to address.

### IR15 Mineral Resources

1. The preferred area of search for surface coal mining is identified on Map 3.8 in the Spatial Strategy. Proposals must comply with Policy IR16 and other LDP policies.
2. No new quarries, or extensions to existing workings, will be permitted for the extraction of construction aggregates unless evidence is available that a 10 year landbank of permitted reserves is no longer in place. Proposals must comply with Policy IR16 and other LDP policies. Proposals for the extraction of non-aggregate construction materials, such as dimension stone, will be considered having regard to the overall scale of development proposed, as well as compliance with the requirements of Policy IR16.
3. Other extractive processes including unconventional oil and gas must comply with Policy IR16 and other LDP policies.
4. The sterilisation through development of mineral resources which are likely to be capable of environmentally acceptable extraction will not be permitted.

**4.69** The Falkirk area contains several minerals of economic importance including coal, fireclay, coal bed methane (CBM) and aggregates (sand, gravel and hard rock). The British Geological Survey (BGS) Mineral Resource Map identifies the mineral resource in the area. The boundaries of the Petroleum Exploration and Development Licences (PEDL 133 and 162) as issued by the Department of Energy and Climate Change as at September 2014 are illustrated on Map 3.8.

**4.70** There are three broad areas of shallow coal resources in the area: on the Slamannan Plateau; around Airth; and north of Banknock. An Area of Search for Surface Coal Mining is identified south of Falkirk and on the Slamannan Plateau as shown on Map 3.8. In landscape terms the Slamannan Plateau is less constrained and has more opportunities for restoration of abandoned/derelict works than the other areas of shallow coal. One site is consented in the Slamannan Plateau, however lack of developer interest suggests that working is not viable at the present time. Hard rock quarries are located to the north of Denny. These quarries and those in adjacent areas are considered to provide an adequate aggregates land bank for the local market area.



## Infrastructure and Resources - Minerals

### IR16 Assessment of Mineral Proposals

1. Proposals for mineral workings and oil and gas extraction will only be permitted where there is no significant adverse impact on the environment or the local community. Proposals will be assessed against Scottish Planning Policy, other relevant LDP policies and the following factors:
  - Impact on local communities, individual houses, and sensitive receptors, including cumulative effects on settlements within 5 km where there are existing mineral operations or unimplemented consents;
  - Impact in terms of disturbance, disruption and noise, blasting and vibration;
  - Landscape and visual impact, with reference to Policy PE18;
  - Impact on nature conservation and biodiversity, with reference to Policy PE19;
  - Impact on the historic environment, with reference to Policies PE05-PE12;
  - Impact on all land, and in particular for prime agricultural land and carbon rich and rare soils with reference to Policy PE25;
  - Impact on the water environment, with reference to Policy PE22;
  - Impact on air quality, with reference to Policy PE26;
  - Impact on the local and strategic road network, with a preference, for onshore oil and gas, for the use of pipelines, rail or water for the transportation of the end product, with reference to Policy IR05; and
  - Any positive economic or environmental benefits accruing from the proposal including restoration of abandoned/derelict minerals sites and local employment opportunities.
2. Proposals should be accompanied by the following information:
  - Information sufficient to allow assessment of the impacts outlined above;
  - For onshore oil and gas proposals, a risk assessment of the proposal and details of an appropriate buffer zone to protect all sensitive receptors from unacceptable risks;
  - Details of an adequate buffer zone between other mineral sites and settlements;
  - Information on need, estimates of annual production, levels of employment, timescale for extraction and the total resource on the site including other minerals present;
  - Information on onshore oil and gas extraction should include the extent of operations for each relevant phase of development including exploration, appraisal and production;
  - A fully developed method statement including information on drainage and water treatment, phasing, topsoil/overburden stripping and storage, access and maximisation of sustainable transport and working hours;
  - A Waste Management Plan under the terms of the Management of Extractive Waste (Scotland) Regulations 2010 where required; and
  - A fully costed, appropriately phased scheme for restoration and aftercare, which secures benefits for the green network in terms of Policy PE13, and will be secured through appropriate financial guarantees.
3. For onshore oil and gas development, applicants should engage with the local community and other relevant stakeholders in advance of any application and at each stage of operations on site, from exploration through to production.
4. The Council will liaise with adjacent local authorities where proposals for extraction cross local authority boundaries, to ensure a consistent approach.





## Infrastructure and Resources - Waste

### IR17 Waste Management Facilities

1. Development which supports the waste hierarchy principles of waste prevention, reuse, recycling and recovery, in that order, will take priority. The preferred location for waste management facilities for all types of waste will be within or adjacent to existing waste management facilities or on land identified for employment or industrial uses. Mineral sites may also be acceptable locations for waste management facilities.
2. Proposals will be assessed against Scottish Planning Policy, other relevant LDP policies and the following factors:
  - Whether the proposal complies with the Zero Waste Plan and contributes to national Scottish capacity requirements;
  - The impact on local amenity, and particularly on sensitive receptors nearby;
  - The need for a buffer zone between the site and sensitive receptors;
  - For energy from waste facilities, co-location with other heat users should be sought and sites should be designed to enable links to be made to potential heat and/or power users and the Thermal Treatment of Waste Guidelines (SEPA) apply;
  - The promotion of sustainable transport; and
  - The appropriate decommissioning, restoration and aftercare of sites including landfill sites with appropriate financial guarantees as required.
3. All existing waste management facilities will be safeguarded for sustainable waste management use. Development on adjacent sites should have no adverse impact on existing waste management operations.

### IR18 Waste Management in New Development

All development should minimise waste during construction and operation, particularly through site waste management. The layout and design of development should provide for the collection and storage of waste and recyclable materials, including composting facilities and the vehicular collection of waste.

**4.71** The Zero Waste Plan (ZWP) requires planning authorities to support the delivery of its targets to 2025 to recycle at least 70% of Scotland's total annual waste arisings, treat unsorted waste materials prior to incineration or landfill and landfill a maximum of 5% of Scotland's annual waste arisings. The Regional Capacity Table identifies additional operational waste management infrastructure required for the Forth Valley area. This is updated annually by SEPA. Capacity requirements for source segregated recyclables and unsorted waste as well as landfill are identified.

**4.72** The area has a significant number of metal recyclers and waste transfer stations and landfill sites at Avondale and West Carron. In addition, two energy from waste sites have been granted permission in Grangemouth and a dirty Materials Recycling Facility has also been consented at Avondale which has operated intermittently. Landfill capacity at December 2015 exceeded the 2015 regional capacity requirement. Policy IR17 supports the development of waste management facilities to meet the requirements of the Zero Waste Plan and Scottish Planning Policy.









# 5. SETTLEMENT STATEMENTS





## Bo'ness and Muirhouses - Settlement Statement

**5.01** Bo'ness has a population of 14,528 (2016 estimate), and is located on the Forth Estuary. It has a rich natural and built heritage, and a strong sense of place. It is the eastern terminus of the Antonine Wall. The historic core of the town is formed by the Town Centre, the disused dock and harbour, and the Victorian suburbs which overlook them. Most of the town's population lives in the more modern housing developments which extend up rising ground to the south. The town enjoys a fine landscape setting, particularly the wooded estates of Carriden and Kinneil to the east and west. The village of Muirhouses lies immediately to the east.

**5.02** The key locations for new homes will be the Strategic Growth Areas at Bo'ness South East, which is focused on continuing development at the Drum (around 400 further houses and a neighbourhood centre) and a further site at North Bank Farm, and Bo'ness South West, where a new green belt release at Crawfield Road will allow a long term masterplanned development of some 450 houses. In addition to these major greenfield sites, there are several small brownfield housing opportunities within the urban area.

**5.03** Local infrastructure improvements are likely to be needed to support the planned residential growth, which will be developer funded. Otherwise, an upgrade to the A904/A993 junction will be promoted, and the land will continue to be safeguarded for future upgrading of Junction 3 of the M9. A pedestrian/cycle route from Bo'ness to Grangemouth is also under investigation.

**5.04** Bo'ness Town Centre will continue to be promoted as a District Centre, and quality new development will be supported which enhances the Conservation Area, with particular reference to a number of small gap sites.

**5.05** While the town is not a strategic focus for new employment land, it has an important role to play in the development of the visitor economy, with the Town Centre and Kinneil both identified as important tourism nodes. An opportunity for tourism-related development is identified at Kinneil Walled Garden. The industrial area along the foreshore at Bridgeness and Carriden will continue to be retained as a Core Business Area. A flexible approach will be taken to uses at the long standing vacant site within Bo'mains Industrial Estate in order to encourage redevelopment.

**5.06** The green network around Bo'ness is already well-developed, especially along the Forth Estuary and its foreshore, through which the John Muir Way runs and South Bo'ness, which forms the backdrop to the town and is designated as a Local Landscape Area. Opportunities for further enhancement have been identified in relation to the John Muir Way and its environs, Kinneil Estate, Kinneil Kerse landfill, and the town's open space corridors. A community growing opportunity is identified at Kinneil, and an outdoor learning site at Douglas Park. Opportunities for investment in new green infrastructure will arise at the Strategic Growth Areas to the south of the town.

**5.07** More guidance and information on the Major Areas of Change at the Drum and Crawfield Road is provided on the following pages.





## Bo'ness and Muirhouses - Proposals and Opportunities

Housing	
Bo'ness South East SGA	
H01	Drum Farm North
H02	Kinglass Farm 1
H03	Kinglass Farm 2
H56	North Bank Farm
MU02	Drum Farm South
Bo'ness South West SGA	
H55	Crawfield Road
Other Sites	
H04	South Street
H05	Main Street
H06	Union Street
MU01	Links Road
MU03	Crawfield Lane

Infrastructure	
Transport	
IN01	M9 Junction 3 Improvement Safeguarding
IN10	A904/A993 Junction Improvement
IN17	Bo'ness - Grangemouth Path
Education, Health and Community	
IN35	Newton Park Sport Pitch Hub

Business	
Local Sites	
BUS01	Kinneil Walled Garden
MU02	Drum Farm South
MU03	Crawfield Lane
Town/Local Centres	
MU01	Links Road

Green Network	
Council Wide	
GN01	John Muir Way
GN02	Antonine Wall Trail
Forth Estuary	
GN03	Kinneil Kerse
South Bo'ness	
GN12	Kinneil Estate
GN13	Bo'ness Open Space Corridors
Community Growing Sites	
GN24	Kinneil Walled Garden
Outdoor Learning Sites	
GN25	Kinneil Foreshore LNR
GN25	Douglas Park

See Proposals Map 6 and Proposals and Opportunities Schedule (Appendix 1) for details of proposals

## 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 includes Ancient Woodland and is to be reinforced using native species 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**

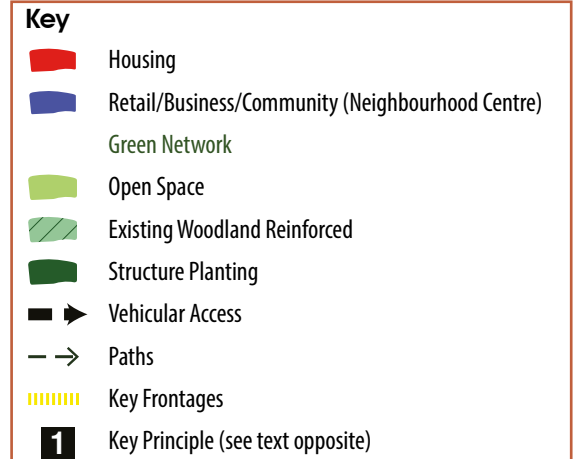
### Drum Farm South (MU2)

- Vehicular access to be via existing roundabout on A904. Potential for secondary access to Drum Road to be investigated.
- Vehicular link(s) to North Bank Farm (H56) should be explored. Pedestrian and cycle link(s) to site (H56) required. **6**
- New open space should be provided along frontage with A904 at Drum South within which SUDS provision will be integrated. **7**
- 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. **8**
- Structure planting to be provided around the periphery of Drum South to form robust new edge to urban area. **9**
- High quality built frontage required to development facing on to Grahamsdyke Road. **10**
- Restoration and landscaping of adjacent Miller Pit site to be part of masterplan. **11**
- 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. **12**

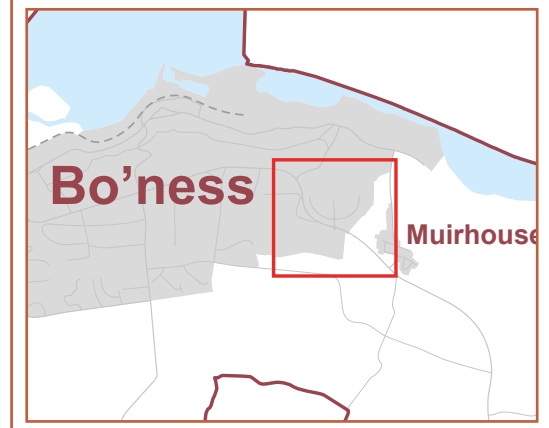
### Other Requirements

- 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 will be required for H01 and MU02.

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



Overview Map





## Crawfield Road, Bo'ness (Site H55) 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.

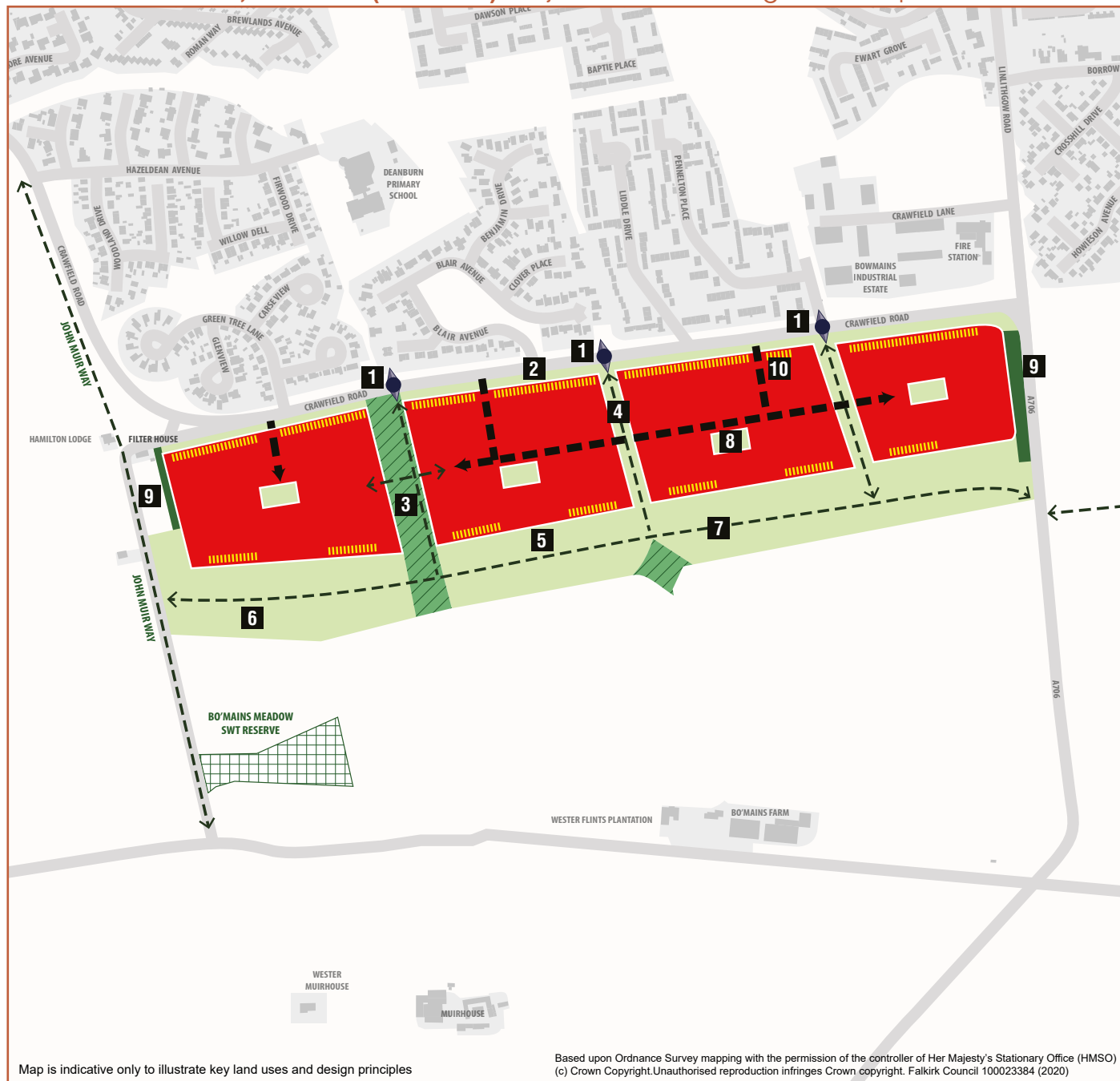
#### Key Principles

- 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 as 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.
- For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth Special Protection Area, either alone or in combination with other plans or projects.

## Crawfield Road, Bo'ness (Site H55) 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

**5.08** 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.

**5.09** 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.

**5.10** Bonnybridge is subject to a variety of constraints include pipeline zones, green belt, and the Antonine Wall World Heritage Site and associated buffer zone. Nonetheless, a significant settlement expansion to the east is promoted, comprising housing and sports facilities, subject to the satisfactory resolution of major pipeline issues affecting the site.

**5.11** 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.

**5.12** 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.

**5.13** 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.

**5.14** 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
H53	Cumbernauld Road, Longcroft
MU20	East Bonnybridge

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	
GN21	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.

#### 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 as may be necessary and proportionate. Contributions towards provision of additional primary healthcare capacity may be required.
- Flood risk assessment and transport assessments required.

##### Banknock South (H08)

- 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 and enhanced along southern part of site where possible. Proposals for tree removal to be accompanied by a tree survey and tree protection plan.
- 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. **5**

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.

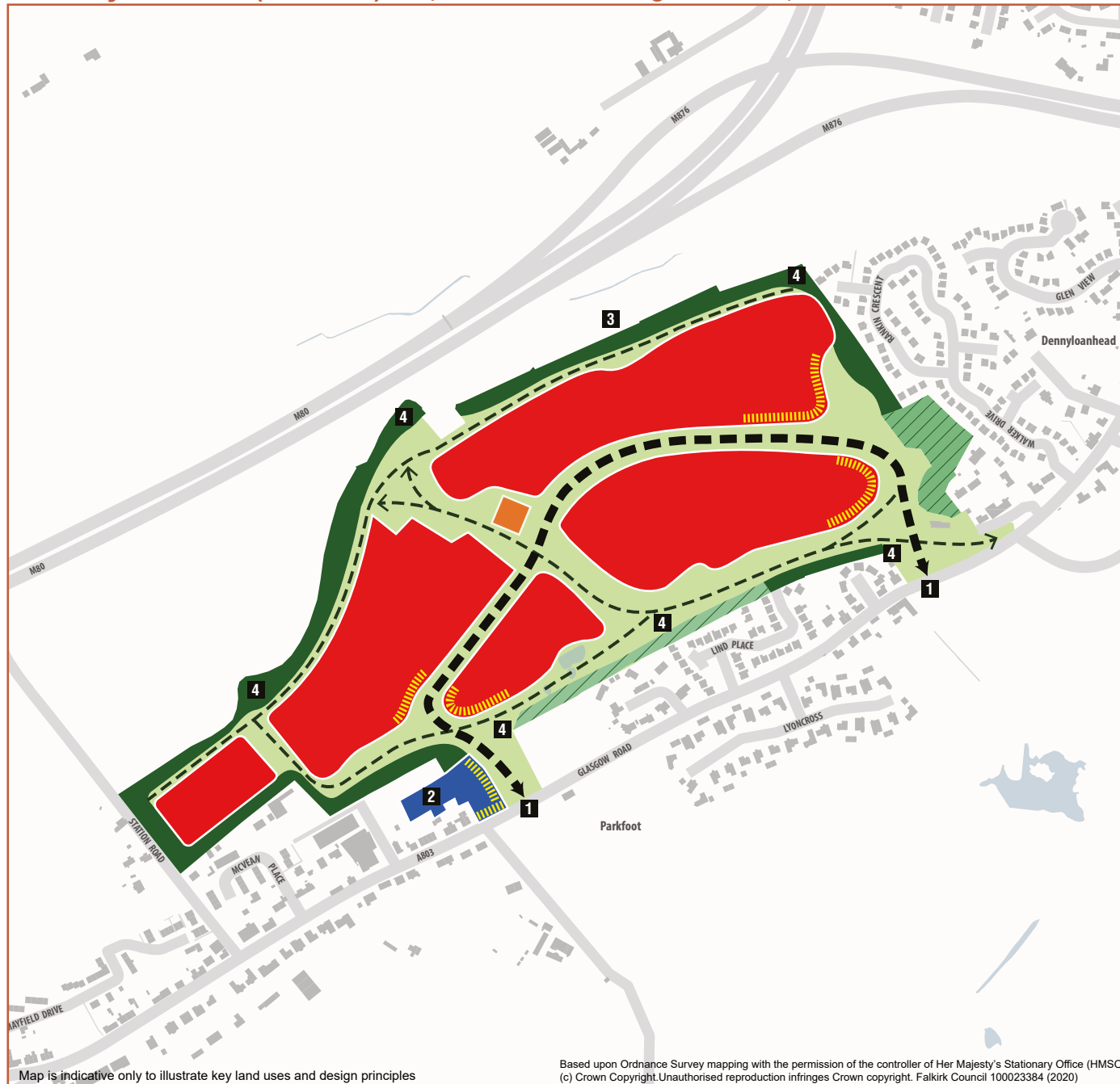
#### Key Principles

- 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. Contributions towards provision of additional primary healthcare capacity may be required.
- Flood risk assessment will be required.

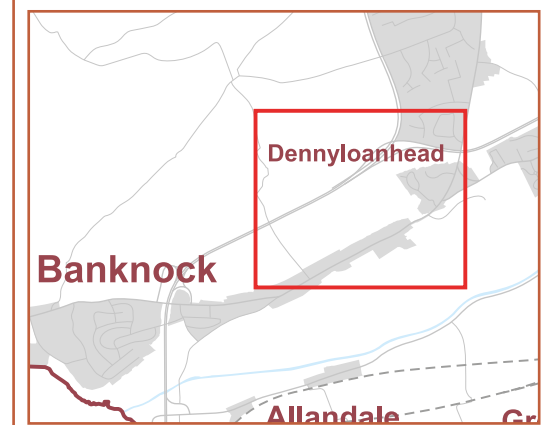
## Dennyloanhead (Site H09) Major Areas of Change: Development Guidance



### 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

**5.15** 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

**5.16** Maddiston continues to be a focus for housing growth. In addition to the existing sites in the Maddiston East Strategic Growth Area, there is a further housing 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 new housing. Maddiston Primary School will require an extension to accommodate housing 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

**5.17** 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

**5.18** 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

**5.19** 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.

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





## Braes and Rural South - Proposals and Opportunities

Housing		Infrastructure		Green Network	
<b>Maddiston East SGA</b>		<b>Transport</b>		<b>Council Wide</b>	
H13	Parkhall Farm 1	IN02	M9 Junction 4 Improvement	GN01	John Muir Way
H14	Parkhall Farm 2	IN03	M9 Junction 5 Improvement	GN02	Antonine Wall Trail
H15	Parkhall Farm 3	IN05	A801 Avon Gorge Improvement	<b>Falkirk - Grangemouth Corridor</b>	
H16	Parkhall Farm 4	<b>Drainage and Flood Management</b>		GN07	Helix
H17	Toravon Farm	IN21	Whitecross WWTW Upgrade	<b>Lower Braes</b>	
H18	Parkhall Farm 5	<b>Education, Health and Community</b>		GN14	Braes Open Space Corridors
H54	The Haining	IN23	Braes High School Capacity Enhancement	<b>Mid-Upper Braes</b>	
<b>Whitecross SGA</b>		IN30	Maddiston Primary School Capacity Enhancement	GN15	Braes Wetland & Peatland Restoration
H29	Whitecross	IN31	Whitecross Primary School Capacity Enhancement	<b>Upper Braes</b>	
<b>Gilston SGA</b>		<b>Cemeteries</b>		GN16	Black Loch Access
MU06	Gilston	IN38	Muiravonside Cemetery Extension	<b>Avon</b>	
<b>Other Sites - Urban Area</b>		IN40	Weedingshall Cemetery Extension	GN19	River Avon Corridor
H19	Former Whyteside Hotel	<b>Business</b>		GN20	Muiravonside
H20	Redding Park	<b>Eastern Gateway SBL</b>		<b>Community Growing Sites</b>	
H21	Hillcrest, Reddingmuirhead	BUS02	Manuel Works	GN24	California Road Playing Fields, Maddiston
H57	Maddiston Fire Station	BUS03	Beancross, Polmont	GN24	Muiravonside Country Park
<b>Other Sites - Rural Area</b>		MU06	Gilston	<b>Outdoor Learning Sites</b>	
H22	Bridgend Road, Avonbridge	<b>Local Sites</b>		GN25	Polmont Woods, Polmont
H23	Cockmalane, California	BUS04	A801 Union Canal	GN25	Limerigg Wood
H24	Church Road, California	BUS23	Grandsable Road	GN25	The Rumlie, Slamannan
H25	Slamannan Road, Limerigg			GN25	Bellsrigg Woodland, California/Shieldhill
H26	Avonbridge Road, Slamannan				
H27	Main Street, Slamannan				
H28	Standburn West				
H58	Slamannan Road 1, Limerigg				
MU08	Steins Brickworks, Allandale				

See Proposals Maps 1, 4 &amp; 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.

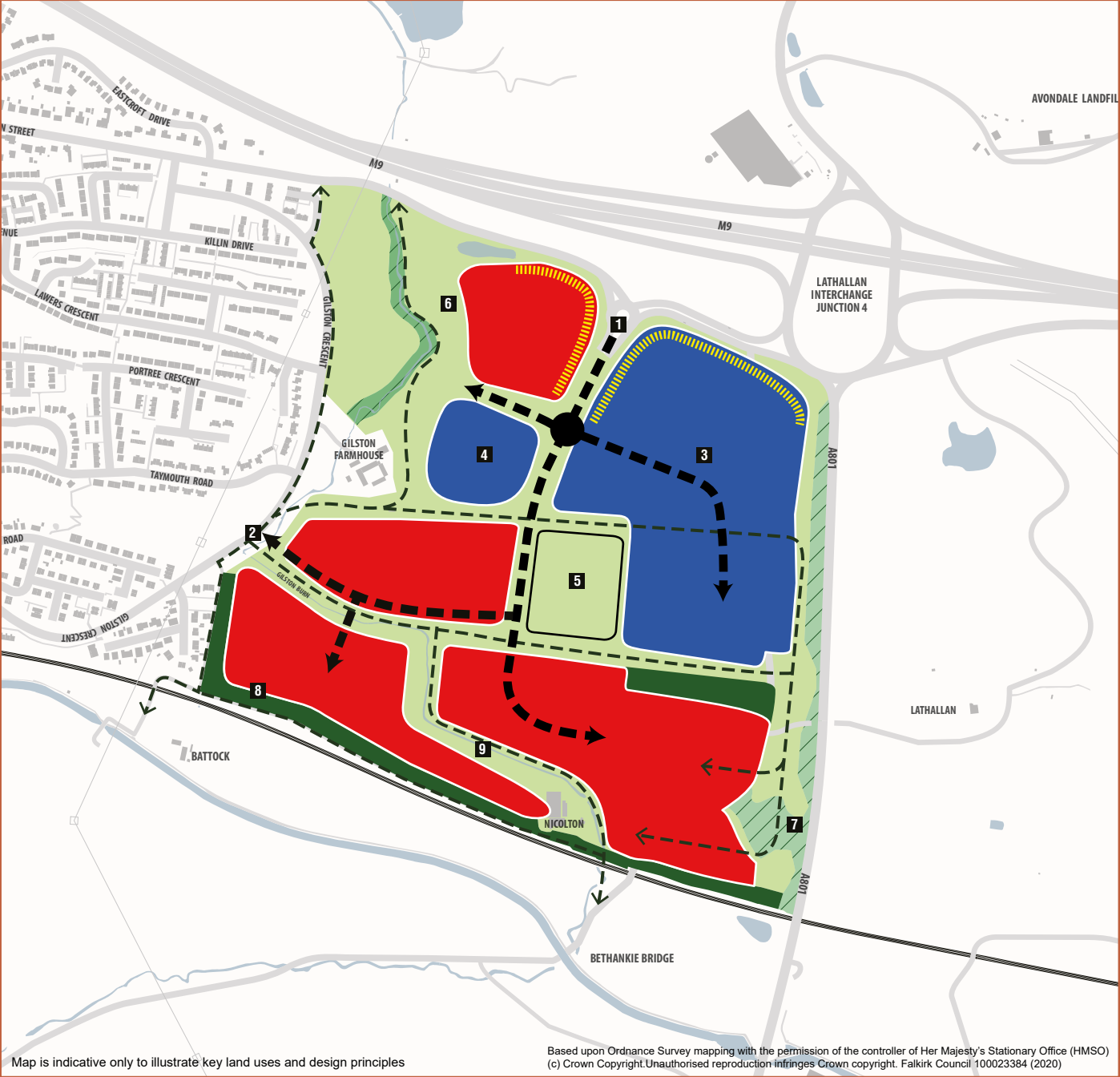
#### Key Principles

- 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).
- 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. **9**
- 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

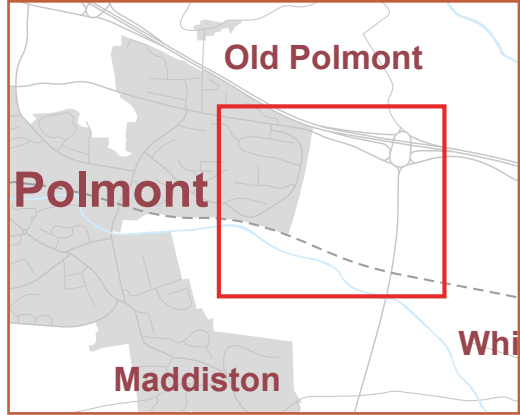
- Transport assessment has previously only considered employment uses. Revised assessment will be required to establish impacts of changed development mix on the local and strategic transport network. Mitigation measures will be required including contributions to upgrading of M9 Junction 4, and sustainable 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. Margaret's 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. This may include the provision of a new site for a health centre, potentially as part of the neighbourhood centre.
- 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 (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
  - Key Principle (see text opposite)

Overview Map



Map is indicative only to illustrate key land uses and design principles

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## Maddiston East (H13-H18, H54) 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 carried forward. A new 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 300), 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 (H13) should be accessed from Glendevon Drive. **1**
- Parkhall Farm 2 (H14) and 4 (H16), 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 access for Parkhall Farm 3 (H15) will require further assessment in order to determine the most suitable route, taking into account land ownership, topographic, and ecological and landscape constraints. Parkhall Farm 5 (H18) will be accessed via a new roundabout from the A801. Delivery of this access should not undermine the delivery of green network priorities in Proposal GN14. **3**
- 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 **7** 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 (H18) should deliver a bridge over the Union Canal, linking to the towpath and proposed canal hub site. **4**
- The Haining (H54) is likely to be accessed via a northern spur from Parkhall Farm 5 (H18), although further detailed assessment on the most suitable access route will be required. **9**

#### Other Requirements

- 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. Exact capacities of each development site, together with phasing will be required to reflect the limited remaining capacity at Maddiston Primary School, and take cognisance of the programming for future extension. Contributions towards provision of additional primary healthcare capacity may be required.
- Parkhall Farm 5 (H18) will be strictly conditioned to ensure that it is exclusively for amenity/elderly care housing and care home.
- Flood risk assessment will be required for all sites.

#### Process

The Maddiston East Development Framework previously provided guidance and development principles for sites allocated in LDP1. 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 (H14) has planning permission.

##### Design and Layout

- Development at Parkhall Farm 1 (H13) should satisfactorily address the overhead power line and green corridor, as well as the SUDs pond and burn. **5**
- Development of Parkhall Farm 2 (H14) and 4 (H16), and Toravon Farm (H17) should satisfactorily address the frontage with Vellore Road.
- 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.
- Both Parkhall Farm 5 (H18) and The Haining (H54) have the potential for high landscape and visual impact, due to their elevated and sloping nature, the presence of the Haining designed landscape, and areas of ancient and semi-natural woodland. Design and layout should be informed by a detailed ecological, landscape and visual assessment, tree survey and heritage assessment. Development should avoid the highest point of the ridge. The existing 'avenue' should be retained as part of the path network within Parkhall Farm 5. **8** Development should satisfactorily address its relationship with the canal and the adjacent proposed canalside tourism development.
- The Haining (H54) and Parkhall Farm 5 (H18) will be located in the countryside, as indicated on the Proposals Map, with development designed to reflect the rural location.
- The Haining (H54) will comprise of high quality, rural-style housing within an established woodland setting.
- Development will be accommodated within defined clearings, subject to detailed tree survey. **10**

##### Landscape and Open Space

- A green corridor will be developed to accommodate the powerline wayleave and SUDs pond. **5** This crosses Parkhall 1 (H13), 2 (H14) and 3 (H15), and a small part of Toravon Farm (H17). 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 (H17), on the northern edge of Parkhall Farm 1 (H13), on the eastern edges of Parkhall Farm 2 (H14) and 3 (H15), and at Parkhall Farm 5 (H18). The Manuel Burn corridor (which is a SINC) should be safeguarded in conjunction with Parkhall Farm 2 (H14), and a similar buffer of at least 10m will be required for Parkhall Farm 4 (H16). **6**
- Woodland on northern boundary of Parkhall Farm 3 (H15) is Ancient Woodland and a suitable buffer between ancient woodland and housing should be provided.
- Areas of ancient and semi-natural woodland within and adjacent to the sites should be retained, reinforced and brought under management, with a suitable buffer provided between ancient woodland and housing.
- Parkhall Farm 5 (H18) and The Haining (H54) will require extensive landscaping to integrate them into its landscape setting and avoid impacts on heritage. Areas of ancient and semi-natural woodland within and adjacent to the sites should be retained, reinforced and brought under management.

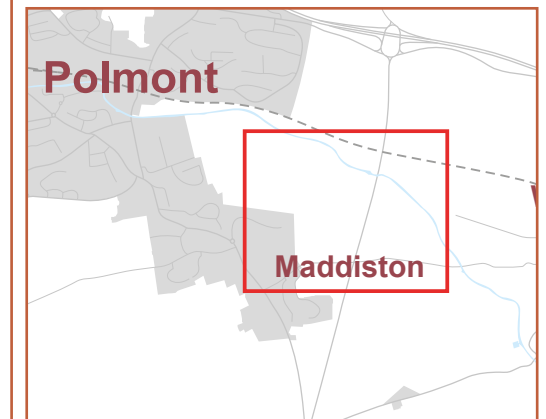
## Maddiston East (H13-H18, H54) Major Areas of Change: Development Guidance



### Key

- Housing
- Green Network
- Open Space
- ▨ Existing Woodland Reinforced
- ▨ Woodland within development site to be retained and managed subject to detailed assessment
- Structure Planting
- ➔ Vehicular Access
- ➔ Paths
- ▤ Key Frontages
- Roundabout
- - - Proposal GN14
- 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 Crownerland 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 towards provision of additional primary healthcare capacity may be required.
- 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**
- Ancient woodland present in north-west of site. A suitable buffer should be provided between ancient woodland and development
- 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)

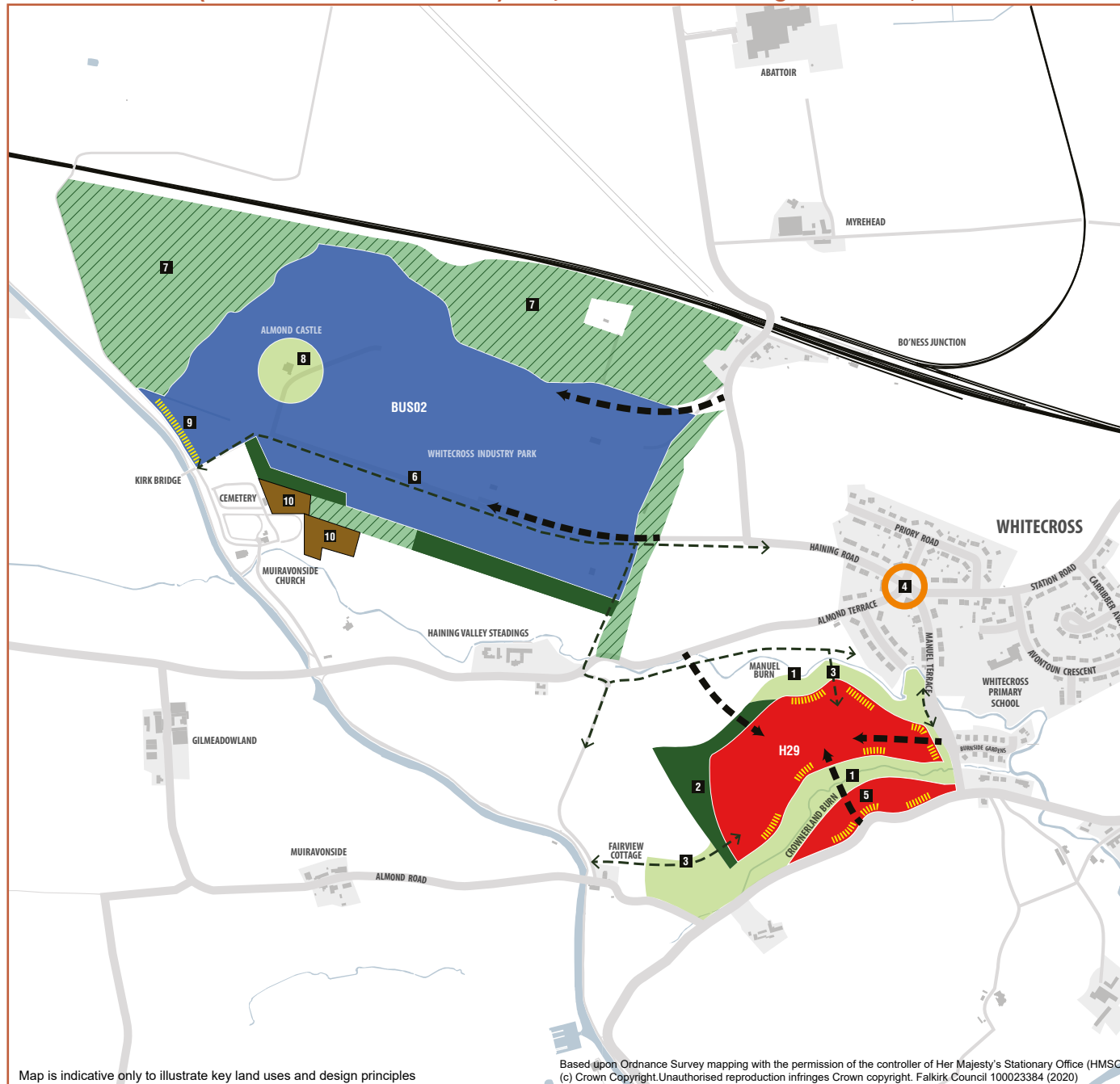
- Cemetery Extension Safeguarding.

##### Muiravonside Cemetery Extension (IN38)

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



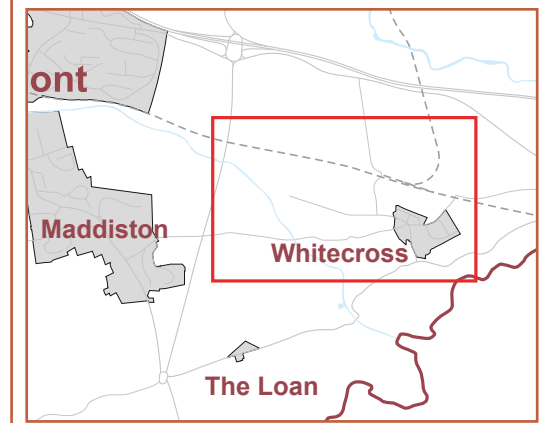
## Whitecross (Sites H29/BUS02/IN38) Major Areas of Change: Development Guidance



### 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

**5.21** 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.

**5.22** 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 the sites at Rosebank and Rosebank North will facilitate growth in Dunipace.

**5.23** 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.

**5.24** 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.

**5.25** 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.

**5.26** 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.

**5.27** 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
MU09	Broad Street	IN24	Denny High School	Community Growing Sites	
Other Sites		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		
H59	Rosebank North, Dunipace	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.
- Sclanders Burn is a straightened waterway within the site. Restoration of the natural course of the burn should be investigated along with opportunities to de-culvert.

##### 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 considered against SPP criteria and policy PE16.
- Ancient Woodland is present to the south of the site. A suitable buffer should be provided between ancient woodland and housing.
- 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.

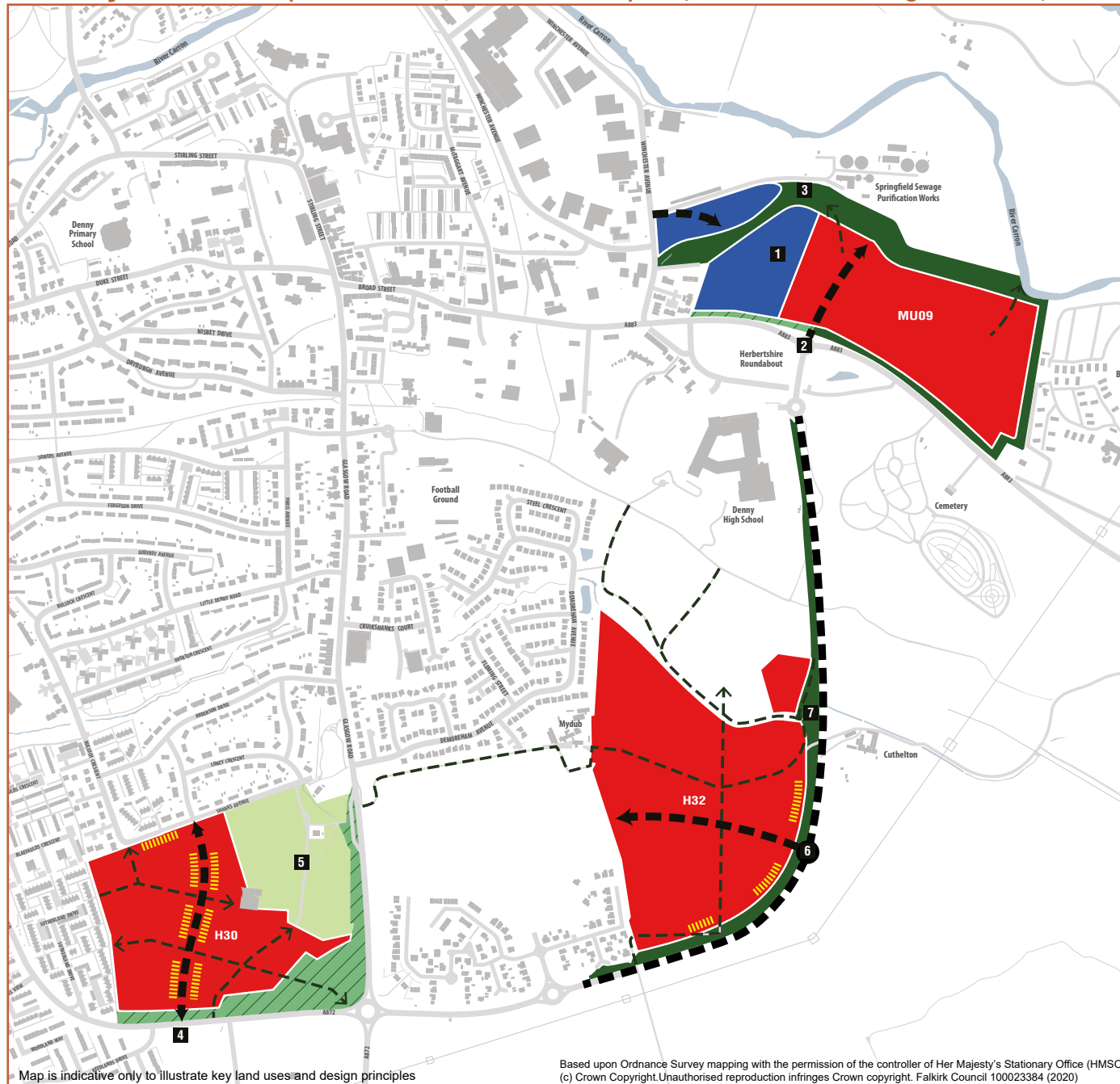
##### Mydub 2 (H32)

- 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.

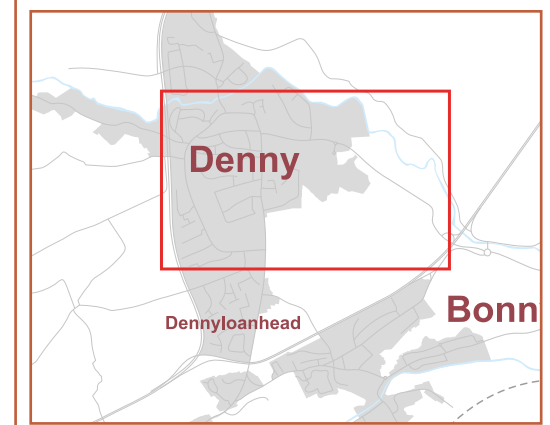
## Denny South East (Sites MU09, H30 and H32) Major Areas of Change: Development Guidance



### Key

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

### Overview Map



## Falkirk - Settlement Statement

**5.28** 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.

**5.29** 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.

**5.30** As the principal town, Falkirk is expected to make a significant contribution to housing growth requirements in the area. 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.

**5.31** 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.

**5.32** 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.

**5.33** 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.

**5.34** 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
MU14	Bank Street
MU15	Williamson Street
MU17	Carron Road



## 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 Carmuirs
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 Council has commenced a procurement process to select a site for a new Council HQ and Arts Centre which would be located in the Town Centre and contribute significantly towards its regeneration. The existing Municipal Buildings site would present an opportunity for redevelopment.

#### 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**

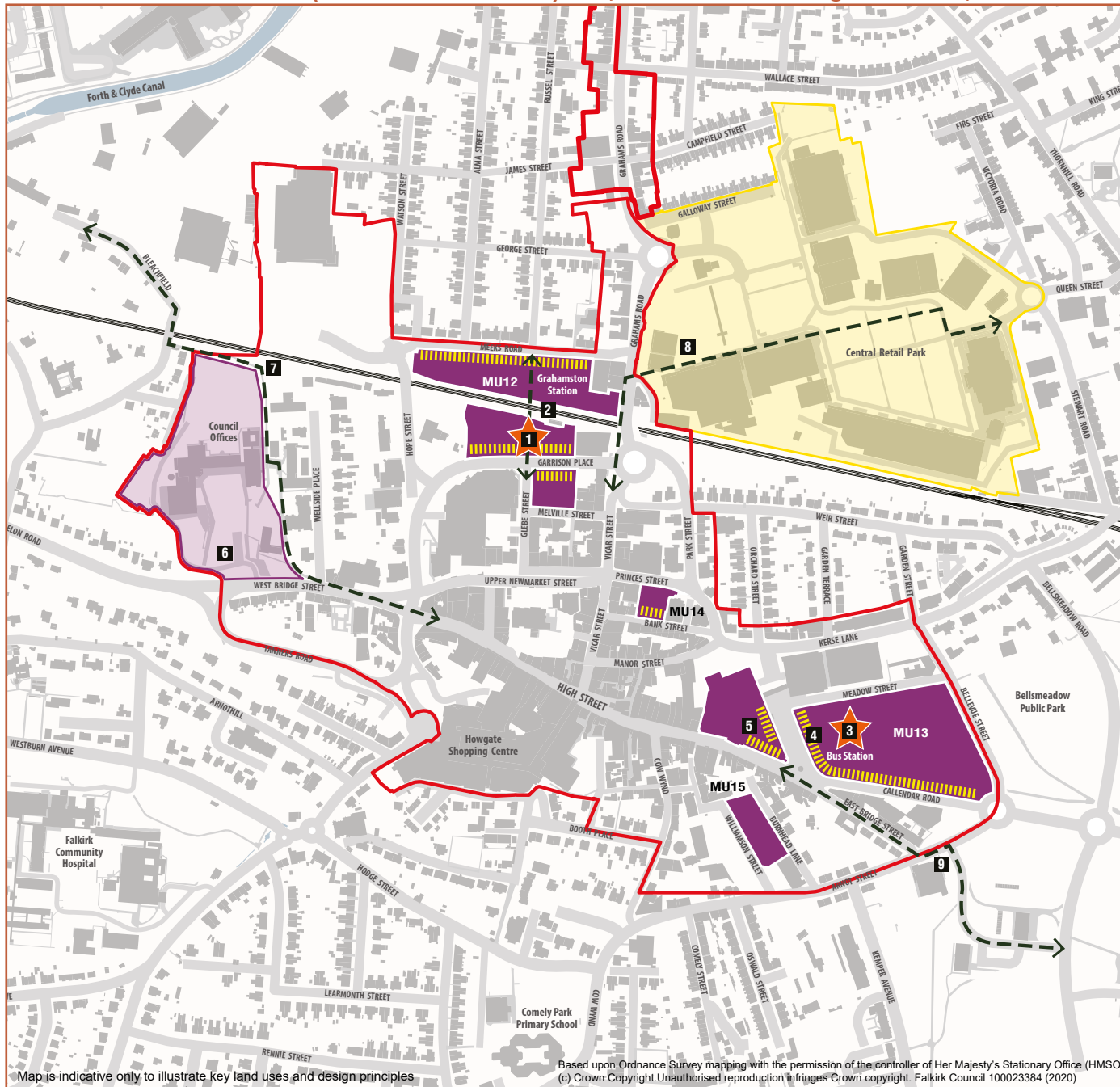
##### Municipal Buildings Site

- 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 assessments required for these flat and relatively low-lying areas. Drainage strategy has already been prepared for Falkirk Gateway Zones 1 and 4.
- Flood risk assessment will be required for all sites.
- 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.

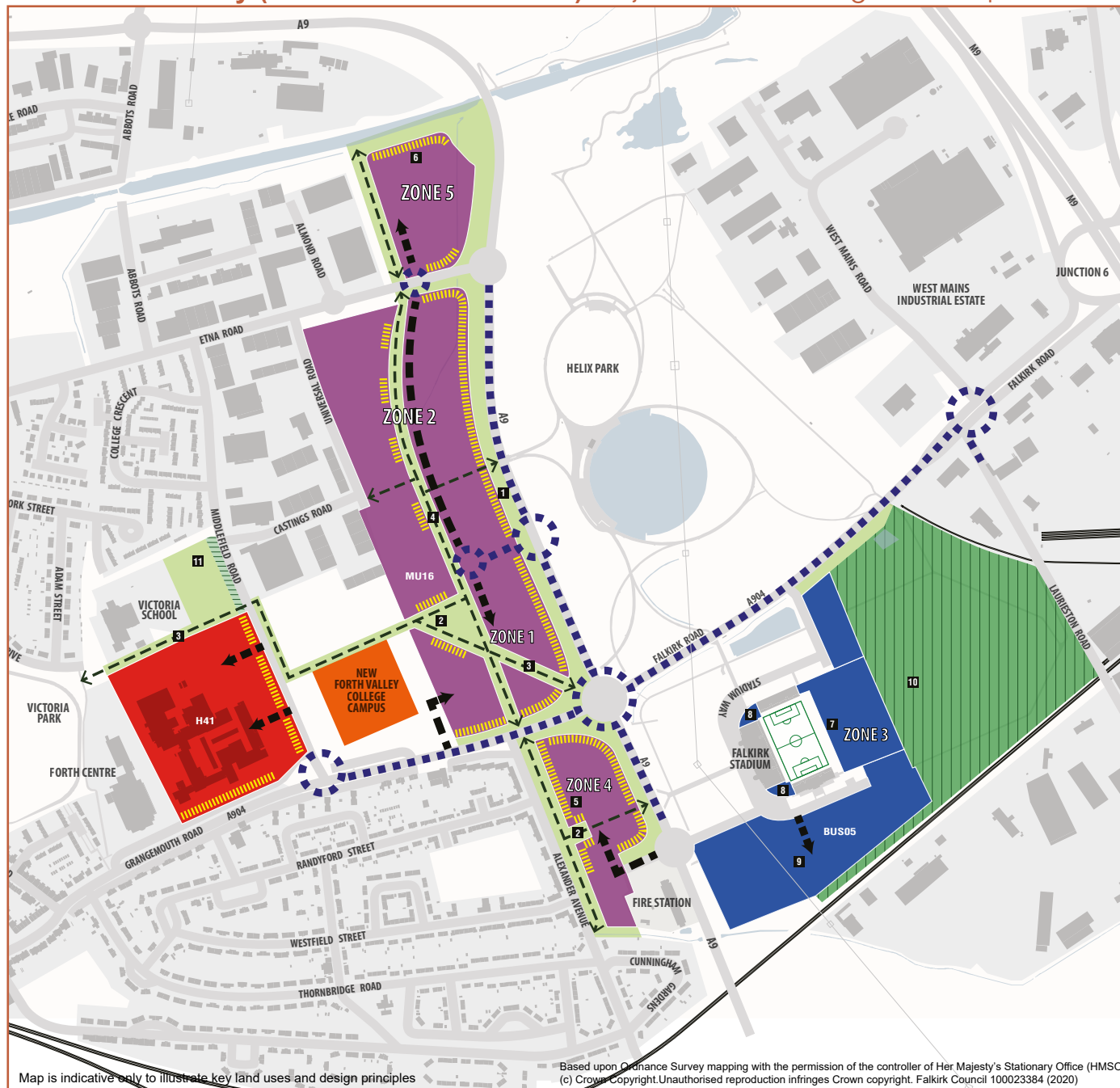
##### Grangemouth Road (H41)

- 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. Development should take account of the playing field and not impede its use. **11**

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



Overview Map



## Cauldhame Farm, Falkirk (Site H39) Major Areas of Change: Development Guidance

### Falkirk North Strategic Growth Area

#### Vision

Cauldhame Farm is the final phase of the major greenfield expansion of Falkirk at Mungal/Cauldhame Farm that has been ongoing since 2004. The vision for the development has been to create an attractive place to live with extensive provision of green infrastructure - open space, woodland and paths - which contributes to the wider Falkirk Greenspace, integrates it well with the surrounding landscape, and provides recreational opportunities. The final phase will have similar goals, with a high level of planting, good path networks and open space providing structure for the new housing and securing green network benefits.

#### Land Use

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

#### Process

- This phase of development was not included in the original masterplan for Mungal/Cauldhame Farm. A new masterplan will therefore be required, which provides continuity with the planning of previous phases.

#### Key Principles

- Vehicular access to be taken from Cotland Way.
- The existing north-south path running through the site should be retained, and together with the adjacent Mungal Burn, form the spine of a landscaped open space corridor within the development, including play facilities which are integrated with the playing fields to the south. Opportunities for habitat improvement along the channelized burn should be investigated. **1**
- Open space corridor to be maintained along line of water main, with path connecting development eastwards to the River Carron and its path network. **2**
- Path connection to be formed to the south west providing connection to Dorrator Road. **3**
- Structure planting required along escarpment slope to provide backdrop and containment for development and screening for potential development at Cauldhame steading. **4**
- Existing trees framing the eastern site to be retained and reinforced to provide landscape containment. **5**
- Potential for redevelopment of Cauldhame Farm steading, subject to satisfactory assessment of landscape impacts and access provision. **6**
- Quality frontage required along south side of Cotland Way. **7**
- Proximity to Carron Landfill.

#### Other Requirements

- Contributions to education provision to be in accordance with relevant Supplementary Guidance.
- Transport assessment required.
- Flood Risk Assessment required.



Cauldhame Farm, Falkirk (Site H39) 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)

Overview Map



## Portdownie, Falkirk (Site MU11) Major Areas of Change: Development Guidance

### Falkirk Canal Corridor Strategic Growth Area

#### Vision

The vision for Portdownie is to create an attractive and vibrant new waterfront quarter, with business and residential uses bringing life back to this important stretch of the Forth & Clyde Canal. Lock 16 and the historic Union Inn could form the focus of a mixed use development at the eastern end of the site, including enhancement of the open space in front of the Union Inn, and the possibility of some additional waterspace providing opportunity for off line moorings. Further west, a mix of types of housing is envisaged. The treatment of the canal frontage will be critical, with new canalside public realm, fronted by quality development, creating an attractive active travel connection between the Falkirk Wheel and Lock 16.

#### Land Use

- Housing, including 15% affordable units;
- Business;
- Leisure and tourism;
- Community;
- Greenspace/Public realm.

#### Process

- New masterplan required covering whole site, although part masterplan for development around Lock 16 could be progressed pending decisions around marketing of the full site. This should be futureproofed to safeguard the potential of the wider site.

#### Key Principles

- Vehicular access via Portdownie and Tamfourhill Road.
- Mixed use development most appropriate in zone around Lock 16, with canal related business/leisure uses complementing this historic activity node. **1**
- Integrity and setting of B-listed Union Inn to be safeguarded. **2**
- Open space and car parking area in front of Union Inn to be enhanced. **3**
- Potential for new waterspace to provide additional off line moorings. **4**
- Line of Antonine Wall to remain undeveloped as open space with appropriate interpretation. **5**
- High quality canalside public realm required with walkway connecting Falkirk Wheel to Lock 16. **6**
- Existing woodland along southern edge of the site to be retained and brought under management. **7**
- Residential use to include mix of housing types with strong frontages to canal and central street. **8**
- Potential for access road to form new vehicular route to the Falkirk Wheel. **9**
- North-south pedestrian linkages between Tamfourhill and the canal to be strengthened **10**
- Existing trees are retained and incorporated into the public realm, as appropriate.
- Ancient woodland present to south-west of the site. A suitable buffer should be provided between ancient woodland and housing.

#### Other Requirements

- Contributions to education provision to be in accordance with relevant Supplementary Guidance.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed and mitigated as necessary.
- Transport Assessment required with contributions to mitigation of likely impacts on A803 corridor.
- Contamination issues to be addressed.
- Flood risk assessment will be required.
- Undertake species surveys and prepare any required species Management Plan(s).

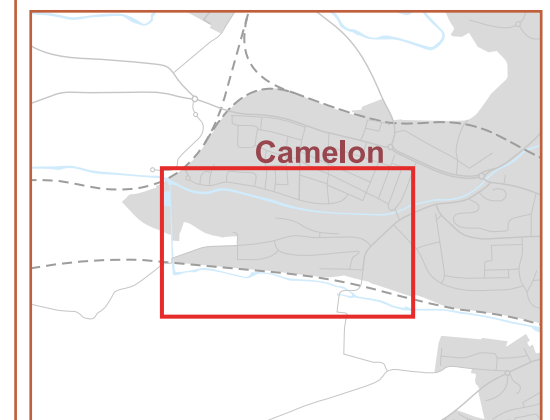
## Portdownie, Falkirk (Site MU11) Major Areas of Change: Development Guidance



### Key

- Housing
- Mixed Use (Business/Housing/Leisure/Tourism)
- Green Network
- Open Space
- Potential New Waterspace
- Existing Woodland Reinforced
- Structure Planting
- ➡ Vehicular Access
- ➡ Paths
- Antanine Wall
- Key Frontages
- 1 Key Principle (see text opposite)

### Overview Map





## Grangemouth - Settlement Statement

**5.35** Grangemouth is the second largest town in the Falkirk Council area with a population of 16,638 (2016 estimate). The town is situated on the River Forth with the River Carron to the north and the M9 motorway to the south. It is separated from Falkirk by an area of green belt and by the Helix Park. It has an established town centre with a range of facilities and services, and the main residential area sits in the centre of the town between the main areas of industry to the east and west.

**5.36** The town has a long-established industrial history and the continued development of the town's industrial sites needs to be carried out in a way which respects the needs of the local community and ensures their amenity is not adversely affected. It is an important centre for the petro-chemical and chemical industries and is Scotland's largest container port. Its location on the Forth and good strategic links to the motorway and rail network mean that it is ideally placed to provide logistics and storage and distribution facilities. Three national developments within the National Planning Framework (NPF3) relate to the town. The Grangemouth Investment Zone reflects the town's importance for freight and industry, alongside a proposal for a new power station with carbon capture and storage. The port is also part of a plan to increase freight capacity on the Forth.

**5.37** The Grangemouth Investment Zone is identified as a Strategic Business Location and a number of existing business and industrial sites continue to be allocated including land at Glensburgh, Earls Gate Park and Grangemouth Docks. A large area of land at the Ineos complex has now been cleared and will continue to be allocated for business and industry uses. Industrial development will be required to address flooding issues, the roads network and any impact on the Firth of Forth Special Protection Area (SPA) for wintering birds. There may also be opportunities for district heating to be developed in the town utilising excess industrial heat.

**5.38** The town's location adjacent to a number of major hazard sites related to the chemical and petro-chemical industries limit the allocation of additional land for housing. Appropriate windfall development will continue to be supported and additional opportunities for housing may be identified in the town centre. A small housing site is allocated on Bo'ness Road which includes the conversion of a listed building, and the potential for housing as part of the site at Glensburgh has been highlighted.

**5.39** Infrastructure projects planned to support business growth include upgrading of M9 junction 5 and the A801 at the Avon Gorge. Further improvements will be required to mitigate impacts on the local road network. These will include improvements at Inchyra Road and Wholeflats Road and a new footpath on the eastern side of Inchyra Road between Kersiebank Avenue and Wholeflats Road. The need for a new path along the A904 between Grangemouth and Bo'ness has also been identified. The largest capital project will be the Grangemouth Flood Protection Scheme which will address flood risk from the Forth Estuary, the Rivers Carron and Avon, and the Grange Burn.

**5.40** Grangemouth Town Centre continues to be identified as an opportunity site for redevelopment. This recognises that the town centre plays an important role in the town. However poor trading conditions both locally and nationally have delayed the development of a scheme.

**5.41** Zetland Park is a key open space asset and a number of improvements are proposed including a community growing site and outdoor learning area. There is also potential to expand the access network on the River Avon corridor between Linlithgow Bridge and Grangemouth. The Helix is also recognised as a key asset.

**5.42** More guidance and information on the Major Area of Change at Bo'ness Road/Wholeflats Road is provided on the following pages.



## Grangemouth - Proposals and Opportunities

Housing	
Grangemouth	
H45	Avonhall
MU21	Glensburgh

Infrastructure	
Transport	
IN03	M9 Junction 5 Improvement
IN08	Grangemouth Access Improvements
IN14	Grangemouth Rail Station Site Safeguarding
IN17	Bo'ness - Grangemouth Path
Education, Health and Community	
IN34	Sports Pitch Hubs - Little Kerse, Grangemouth

Business	
Grangemouth Investment Zone SBL	
BUS12	Earls Gate Park
MU21	Glensburgh
BUS14	South Bridge Street
BUS15	Grangemouth Docks West
BUS16	Bo'ness Road
BUS17	Wholeflats Road
BUS18	Wholeflats Business Park
Town/Local Centres	
MU18	Grangemouth Town Centre

Green Network	
Avon	
GN19	River Avon Corridor
Falkirk - Grangemouth Corridor	
GN07	Helix
GN09	Zetland Park
Community Growing Sites	
GN24	Zetland Park
Outdoor Learning Sites	
GN25	Zetland Park



See Proposals Map 5 and Proposals and Opportunities Schedule (Appendix 1) for details of proposals

## Bo'ness Road/Wholeflats Road, Grangemouth (BUS 16/BUS17) Major Areas of Change: Development Guidance

### Grangemouth Investment Zone

#### Vision

The Grangemouth Investment Zone includes sites at Ineos where a clearance programme has identified in the region of 100 hectares of land suitable for redevelopment. Land to the north and south of Bo'ness Road is likely to be developed within the chemical sciences sector and land to the north of Wholeflats Road has the potential to deliver a broader range of business and industry uses. The site has had major investment with new ethane storage and continues to expand its ethylene production capacity which provides co-location opportunities for chemical sector businesses. A new Combined Heat and Power (CHP) Plant is proposed to replace the existing plant. Sites will be able to access onsite utilities including steam, heat and electricity. Excess heat may be able to contribute to a wider heat energy network. Redevelopment of the site will diversify business activity and strengthen Grangemouth's position as a key national site for the petro-chemical and chemicals sectors.

#### Land Use

##### Bo'ness Road

- Chemical Sciences.

##### Wholeflats Road

- Business and Industry/Chemical Sciences.

#### Process

- Ineos have produced a masterplan for the site which will form the basis for further development. Proposals will address the cumulative impact of redevelopment on sensitive receptors and the wider town and local community including increases in air pollution, noise and road network impacts.

#### Key Principles

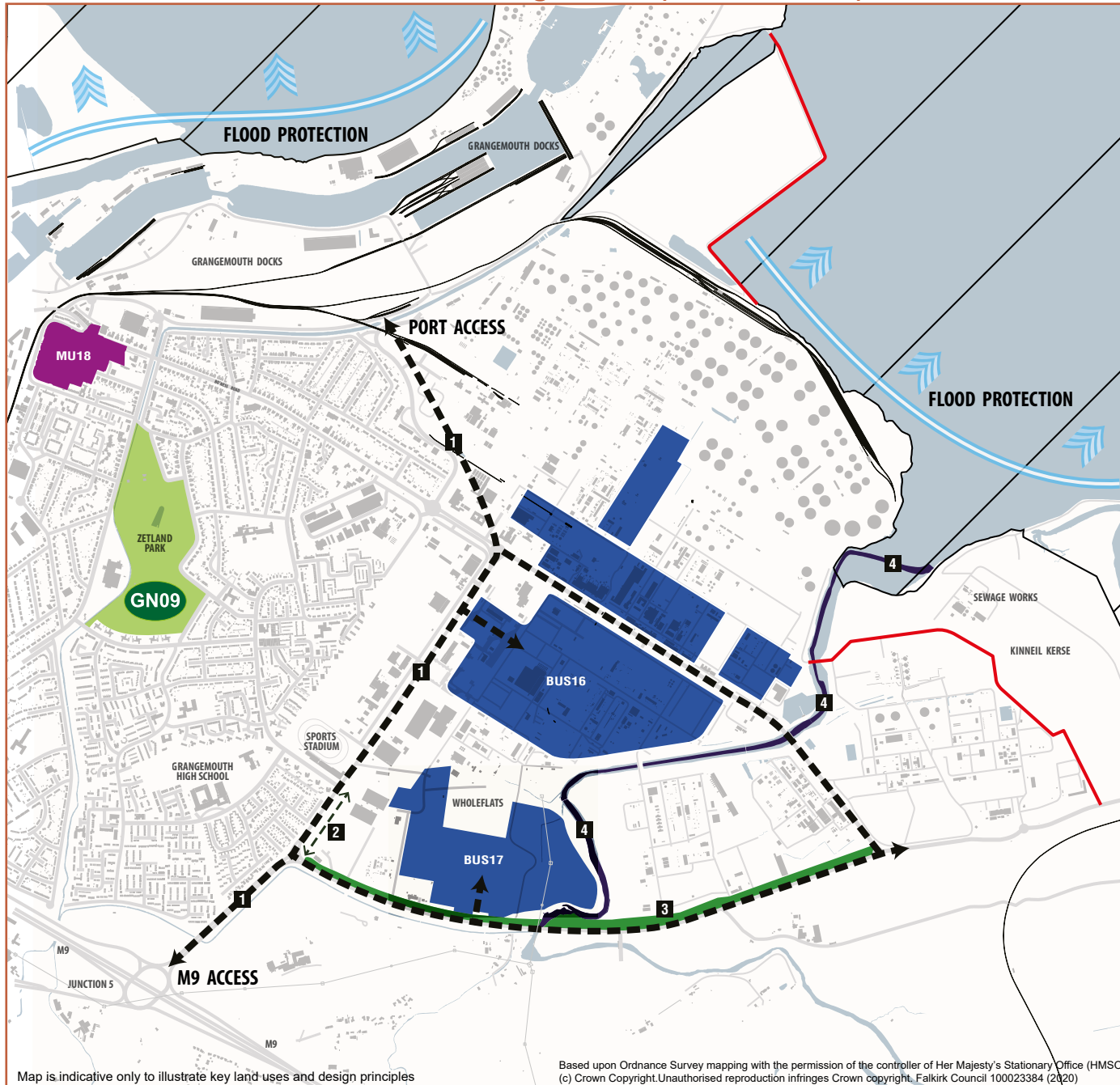
- Vehicular access from existing access points.
- Improvement to strategic road network at M9 Junction 5 being progressed through TIF.
- Local road network improvements to Inchyra Road/Wholeflats Road from junction 5 of the M9 required to address transport impacts.
- Potential for further improvements to port access subject to resources. **1**
- New footpath required on east side of Inchyra Road from Inchyra roundabout to Kersiebank Avenue. **2**
- Landscape buffer zone at Wholeflats Road to be retained. **3**
- Riparian boundary with River Avon and impact on water environment to be addressed. **4**
- Grangemouth Flood Prevention Scheme will address flood risk in the area.
- Within major hazard and pipeline consultation zones.
- Additional hazardous substance consents should not increase the existing major hazard consultation zones within the urban limit.
- Where hazardous substance consents (HSC) are no longer in use or on land cleared and redeveloped for other uses revocation will be sought by the planning authority.

#### Other Requirements

- A flood risk assessment will be required reflecting a range of issues across the sites from surface water, river and coastal flooding.
- Sources of contamination from previous industrial use will be investigated and remediated.
- A transport assessment will be required to identify impacts on the local and strategic road network and determine appropriate mitigation.
- Proposals may be subject to requirements under the Habitats Directive in relation to impacts on the Firth of Forth SPA, River Teith SAC and Outer Firth of Forth and St Andrew's Bay Complex pSPA. Project-specific information may be required to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC and Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.



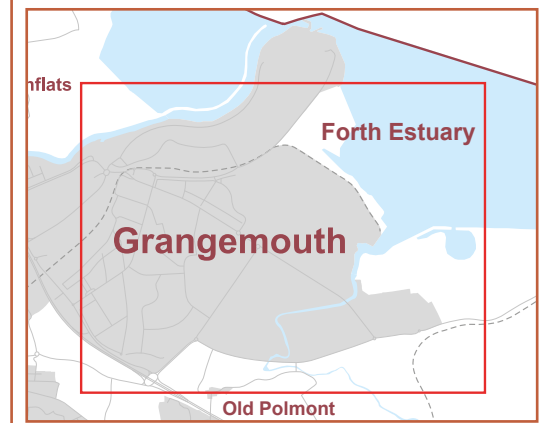
## Bo'ness Road/Wholeflats Road, Grangemouth (BUS16/BUS17) Major Areas of Change: Development Guidance



### Key

- Business
- Grangemouth Town Centre Mixed Use Opportunity (MU18)
- Green Network
- Open Space (GN09)
- Structure Planting
- Vehicular Access
- Paths
- Key Principle (see text opposite)

### Overview Map



## Larbert and Stenhousemuir - Settlement Statement

**5.43** Larbert and Stenhousemuir has a population of 26,097 (2016 estimate) and comprises the communities of Larbert, Stenhousemuir, Carron and Carronshore. It is located to the north of Falkirk and is contained by the River Carron to the south and the M876 motorway to the north. The built environment is predominantly residential in character, but includes pockets of industrial and business development, as well as Stenhousemuir District Shopping Centre, Central Business Park, and Forth Valley Royal Hospital which is responsible for providing health services for the population of Forth Valley. The area has excellent connections to the motorway network.

**5.44** Larbert and Stenhousemuir has been one of the fastest growing settlements in the Falkirk area. Major growth has focused on Kinnaird Village which was developed on a redundant hospital site and adjacent greenfield land. This area has been transformed into a popular neighbourhood with its own primary school and village centre. Kinnaird Village will continue to be built out through the existing allocation of Hill of Kinnaird 1, while the final phase of the Kinnaird masterplan (Hill of Kinnaird 2), previously identified for a business park, is allocated for mixed use development. As well as providing new homes, the development of Hill of Kinnaird 2 will provide an opportunity to address any shortfall in community uses in this neighbourhood, and commercial development on the Bellsdyke Road frontage. Capacity enhancements will be needed at Kinnaird Village Primary School to serve this growing neighbourhood. To the west of the settlement further opportunities are provided at Pretoria Road (27 homes) and Stirling Road (60 homes).

**5.45** In terms of business opportunities, the Larbert Gateway Strategic Business Location provides investment opportunities at Glenbervie. A significant 13.4 ha greenfield site, Glenbervie has excellent accessibility to the M876 motorway and also benefits from proximity to Forth Valley Royal Hospital. The adjacent Glenbervie Business Park has two remaining undeveloped sites within a serviced business park.

**5.46** Stenhousemuir District Centre has undergone comprehensive redevelopment through the previous Town Centres Strategy and has been radically restructured to provide a new food store, new non-food retail floorspace and a new library and health centre. The large food store in the district centre has been successful in retaining a much higher proportion of main food shopping trips by Larbert and Stenhousemuir residents.

**5.47** A number of opportunities have been identified to improve the Green Network. To the south there will be continuing improvements to the River Carron corridor. Potential exists to improve the key green open space corridors which meander through the centre of the urban area. Two outdoor learning sites are identified at Forth Valley Royal Hospital Woodland and Carron Dams Local Nature Reserve.



## Larbert and Stenhousemuir - Proposals and Opportunities

Housing		Infrastructure		Green Network	
North Larbert SGA		Transport		UpperCarron/Lower Carron	
H46	Hill of Kinnaird 1	IN11	C116 Waterslap Road Improvement, Carronshore	GN06	River Carron Corridor Improvements
MU19	Hill of Kinnaird 2	IN18	A88 Antonshill to A905 Path, Stenhousemuir	Larbert/Stenhousemuir	
Other Sites		Education, Health and Community		GN17	Larbert Open Space Corridors
H47	Pretoria Road	IN29	Kinnaird Primary School Capacity Enhancement	North Larbert	
H60	Stirling Road	Business		GN18	Glenbervie to Denny
		North Larbert		Outdoor Learning Sites	
		BUS19	Glenbervie	GN25	Forth Valley Royal Hospital Woodland
		BUS20	Glenbervie Business Park	GN25	Carron Dams Local Nature Reserve
		MU19	Hill of Kinnaird 2		

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



## Rural North - Settlement Statement

**5.48** Rural North includes the six villages of Airth, Dunmore, Letham, Skinflats, South Alloa and Torwood and the collective population of these villages is 2870 (2016 estimate). It comprises the countryside areas to the north of the Forth and Clyde Canal, a varied landscape of flat carseland, lowland hills and hill fringes, and the internationally important estuarine wildlife habitats along the Firth of Forth.

**5.49** New homes will be provided in Airth and Torwood. At Airth the most significant housing allocation is at Castle View, a large greenfield extension on the escarpment above the village which will provide 132 homes. Two smaller sites are allocated at Airth Castle for 15 new homes and The Glebe at the northern entrance to the village for 30 new homes. In Torwood, two small sites will be developed at the former Torwood School at the entrance to the village for 15 new homes, and McLaren Park in the centre of the village for 10 new homes. Capacity enhancements by Scottish Water are planned to Torwood Waste Water Treatment Works. No new housing is planned for Dunmore, Letham, Skinflats and South Alloa.

**5.50** The area around Airth and Letham contains deposits of several minerals of economic importance, particularly shallow coal resources and coal bed methane. The Council will maintain its policy presumption against open cast coal extraction in this sensitive landscape area. In terms of coal bed methane, the Scottish Government has issued two Directions to ensure that planning permission cannot be granted for unconventional oil and gas development or underground coal gasification without notification to Scottish Ministers.

**5.51** A number of opportunities have been identified to improve the Green Network. The coastal habitats in the Bothkennar/Skinflats area to the north of the mouth of the River Carron offer opportunities for managed realignment of the coast and new habitat creation with new visitor facilities for bird viewing. There are opportunities for peatland restoration in the Carse area around Letham Moss and Dunmore Moss. There is also an opportunity to improve the path network in Torwood by implementing the missing link of the core path network to enable a circular route between North Broomage and Denny via Glenbervie and Torwood.



## Rural North - Proposals and Opportunities

Housing		Infrastructure		Green Network	
Airth		Drainage and Flood Management		North of River Carron	
H48	Castle View	IN20	Torwood WWTW Upgrade	GN04	Bothkennar/Skinflats
H49	Airth Castle South			Letham and Dunmore Moss	
H50	The Glebe			GN05	Carse Peatland Restoration
Torwood				Torwood	
H51	Former Torwood School			GN18	Glenbervie to Denny
H52	McLaren Park				

See Proposals Maps 1 & 3 and Proposals and Opportunities Schedule (Appendix 1) for details of proposals

# APPENDICES





## Appendix 1 - Proposals and Opportunities Schedule Housing

The Proposals and Opportunities Schedule is an index of all proposed development sites (housing, mixed use and business), infrastructure proposals, and green network opportunities within LDP2. Housing capacity figures are based on planning permissions or masterplans where available. Otherwise they are based on a broad assessment and should be regarded as indicative (see Policy HC04). Figures relate to the total capacity of the site, which may differ from the expected output during the plan period. The LDP does not generally include sites of less than 10 units, although these still contribute to the housing land supply. Site comments include basic guidance on site status, character, constraints, design and infrastructure requirements. However, they are not intended to be comprehensive, and may change over time. When establishing the detailed requirements for any particular site, reference should be made to all relevant LDP policies and supplementary guidance, and consultation should be undertaken with the Council.

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Bo'ness</b>					
H01	001	Drum Farm North	10.3	180	Existing housing supply site carried forward from LDP1. Forms part of Bo'ness South East Strategic Growth Area. Major area of change - see separate guidance.
H02	002	Kinglass Farm 1	7.9	167	Existing housing supply site carried forward from LDP1. Forms part of Bo'ness South East Strategic Growth Area. Under construction.
H03	003	Kinglass Farm 2	0.9	27	Existing housing supply site carried forward from LDP1. Forms part of Bo'ness South East Strategic Growth Area. Small greenfield extension to urban area. Planning permission previously granted. Masterplan required. Vehicular access off Drum Road. Core path along eastern boundary to be retained and enhanced. 15% affordable housing required. Flood risk assessment will be required.
H04	004 (part)	South Street	0.1	11	Existing housing supply site carried forward from LDP1. Brownfield site within Bo'ness Town Centre. Planning permission previously granted. Within Bo'ness Town Centre Conservation Area so high quality design and materials required. Within Pipeline Consultation Zone which may limit the capacity of the site.
H05	004 (part)	Main Street	0.3	30	Existing housing supply site carried forward from LDP1. Brownfield site within Bo'ness Town Centre. Within Bo'ness Town Centre Conservation Area so high quality design and materials required. Within Pipeline Consultation which may limit the capacity of the site. 15% affordable housing required.
H06	006	Union Street	0.4	12	Existing housing site (non-contributing) carried forward from LDP1. Brownfield site in Bo'ness Town Centre. Within Bo'ness Town Centre Conservation Area so high quality design and materials required. Within Pipeline Consultation which may limit the capacity of the site.
H07 Deleted					
See also Proposals H55 Crawfield Road, H56 North Bank Farm on page a09					

Appendix 1 - Proposals and Opportunities Schedule **Housing**

<b>Housing</b>					
<b>LDP Ref.</b>	<b>MIR Ref.</b>	<b>Site Name</b>	<b>Site Size (ha)</b>	<b>Housing Capacity (Units)</b>	<b>Site Comments</b>
<b>Bonnybridge &amp; Banknock</b>					
<b>H08</b>	007	<b>Banknock South</b>	11.0	200	Existing housing supply site carried forward from LDP1. Forms part of Banknock Strategic Growth Area. Major area of change - see separate guidance.
<b>H09</b>	008	<b>Dennyloanhead</b>	30.9	550	Existing housing supply site carried forward from LDP1. Forms Dennyloanhead Strategic Growth Area. Major area of change - see separate guidance.
<b>H10</b>	010	<b>Broomhill Road</b>	0.8	30	Existing housing supply site carried forward from LDP1. Planning permission in principle granted. Development needs to take account of noise constraint from adjacent railway and potential flood risk as informed by a Flood Risk Assessment. Masterplan required. Education contributions and 15% affordable housing required.
<b>H11</b>	011	<b>Seabegs Road</b>	1.0	48	Existing housing supply site carried forward from LDP1. Former Council depot being considered for Council housing. Site abuts the Antonine Wall World Heritage Site and scheduled monument adverse impact on their setting should be avoided. Masterplan and heritage assessment required.
<b>H12</b>	061	<b>Garngrew Road</b>	3.3	20	Existing housing site (non-contributing) carried forward from LDP1. Greenfield site requiring frontage to Garngrew Road, and planting on western edge as buffer to M80 motorway. Masterplan required. Site within Antonine Wall World Heritage Site Buffer Zone and impact on setting of WHS should be carefully considered through a heritage assessment of the overall site. Located near Banknock/Haggs Air Quality Management Area so air quality assessment required. Noise impact assessment also required. Flood risk assessment required and undeveloped buffer to watercourse. Opportunity to open up culverted watercourse should be investigated. 15% affordable housing also required.
<b>See also Proposal H53 Cumbernauld Road on page a08</b>					

## Appendix 1 - Proposals and Opportunities Schedule Housing

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Braes and Rural South: Maddiston/Rumford</b>					
H13	033	Parkhall Farm 1	4.3	40	Existing housing site carried forward from LDP1. Forms part of Maddiston East Strategic Growth Area. Major area of change - see separate guidance.
H14	034 (part)	Parkhall Farm 2	2.1	60	Existing housing site carried forward from LDP1. Forms part of Maddiston East Strategic Growth Area. Major area of change - see separate guidance. Planning permission granted.
H15	034 (part)	Parkhall Farm 3	4.6	60	Part of existing housing site carried forward from LDP1. Forms part of Maddiston East Strategic Growth Area. Major area of change - see separate guidance.
H16	035	Parkhall Farm 4	1.1	20	Existing housing site carried forward from LDP1. Forms part of Maddiston East Strategic Growth Area. Major area of change - see separate guidance.
H17	047	Toravon Farm	6.6	120	Existing housing site carried forward from LDP1. Forms part of Maddiston East Strategic Growth Area. Major area of change - see separate guidance.
H18	142	Parkhall Farm 5	7.6	70	New housing supply site. Forms part of Maddiston East Strategic Growth Area. Major area of change - see separate guidance.
See also Proposals H54 The Haining on page a08 and H57 Maddiston Fire Station on page a10					
<b>Braes and Rural South: Polmont/Laurieston/Westquarter</b>					
H19	038	Former Whyteside Hotel	0.8	35	Existing housing site carried forward from LDP1. Former hotel site. Design to be sympathetic to surrounding housing in terms of scale, density and adjacent open space/SINC in terms of boundary treatment. Education contributions and 25% affordable housing required.
<b>Braes and Rural South: Wallacestone/Redding/Reddingmuirhead</b>					
H20	031	Redding Park	1.2	25	Existing housing site carried forward from LDP1. Remaining canalside site previously identified in masterplan for pub/restaurant/heritage centre. Development must successfully address the canal frontage. Education contributions and 25% affordable housing required. Flood risk assessment will be required.
H21	056 (part)	Hillcrest	3.8	91	Part of existing housing site carried forward from LDP1. Expansion of existing housing cluster at Hillcrest Square. Skyline location requires careful siting housing within site. Substantial greenspace to be retained on site including extensive tree planting to contain new development, open space, access provision and habitat enhancement. Masterplan required. Education contributions and 25% affordable housing required. Flood risk assessment will be required.



## Appendix 1 - Proposals and Opportunities Schedule Housing

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Braes and Rural South: Avonbridge</b>					
H22	049	Bridgend Road	2.8	30	Existing housing site carried forward from LDP1. Edge of settlement greenfield site bounded on three sides by housing. Structure planting required on eastern edge to mitigate landscape impact. Substantial undeveloped corridor required adjacent to Linn Mill Burn and flood risk assessment. Access from village to Linn Mill Burn to be secured. Education contributions and 25% affordable housing required.
<b>Braes and Rural South: California</b>					
H23	050	Cockmalane	1.2	33	Existing housing site carried forward from LDP1. Planning permission granted. Education contributions and 25% affordable housing required.
H24	052	Church Road	1.9	12	Existing housing site carried forward from LDP1. Development brief prepared for site setting out guidelines on layout, design, access, landscaping and SUDS.
<b>Braes and Rural South: Limerigg</b>					
H25	054	Slamannan Road	1.3	50	Existing housing site (non-contributing) carried forward from LDP1. Planning permission in principle granted. Structure planting required to mitigate landscape impact. Flood risk assessment required. Suitable buffer strip to be provided along the watercourse running along southern boundary of site. Education contributions and 25% affordable housing required.
<b>See also Proposal H58 Slamannan Road 1, Limerigg on page a10</b>					
<b>Braes and Rural South: Slamannan</b>					
H26	058	Avonbridge Road	1.9	10	Existing housing site carried forward from LDP1. Greenfield site on edge of village. Flood risk assessment required which will inform the developable area.
H27	205	Main Street	4.2	50	Existing housing site (non-contributing) carried forward from LDP1. Access to be taken off Main Street. Flood risk from Culloch Burn and flood risk assessment required to inform developable area. Drainage strategy should seek to alleviate existing flooding problems on Mosscastle Road. Education contributions and 25% affordable housing required. For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Slamannan Plateau SPA, either alone or in combination with other plans or projects.

## Appendix 1 - Proposals and Opportunities Schedule Housing

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Braes and Rural South: Standburn</b>					
H28	060	Standburn West	6.8	30	Existing housing site (non contributing) carried forward from LDP1. Part brownfield site extending into countryside at west end of village. Supplementary planning guidance sets out guidelines covering layout, design, site access, structure planting and flood risk. Contributions required for upgrading adjacent core path. Peat management plan required. Education contributions and 25% affordable housing required. Flood risk assessment will be required.
<b>Braes and Rural South: Whitecross</b>					
H29	076 (part)	Whitecross	11.5	200	Existing housing supply site carried forward from LDP1. Forms Whitecross Strategic Growth Area. Major area of change - see separate guidance.
<b>Denny</b>					
H30	012	Former Denny High School	12.9	200	Existing housing supply site carried forward from LDP1. Forms part of Denny South East Strategic Growth Area. Major area of change - see separate guidance.
H31	013	Mydub 1	14.7	319	Existing housing supply site carried forward from LDP1. Forms part of Denny South East Strategic Growth Area. Site under construction.
H32	014	Mydub 2	13.6	270	Existing housing supply site carried forward from LDP1. Forms part of Denny South East Strategic Growth Area. Major area of change - see separate guidance.
H33	015	Carrongrove Mill	12.3	200	Existing housing supply site carried forward from LDP1. Planning brief prepared and planning permission granted for most of site. Opportunity for watercourse de-culverting with riparian buffer at western end of site. Updated flood risk assessment will be required in the event of changes/extensions to approved proposals.
H34	016	Stirling Street	0.2	18	Existing housing supply site carried forward from LDP1. Brownfield site which has previously had planning permission for 18 units. Adjacent former hotel site being developed separately. Developer contributions required for education, Denny Eastern Access Road (DEAR) and open space.
H35	017	Rosebank, Dunipace	5.1	110	Existing housing supply site carried forward from LDP1. Masterplan required incorporating robust structure planting along northern edge and access to core footpath on eastern boundary. Priority to create northern entrance feature to Dunipace respecting existing character. Developer contributions required for education and Denny Eastern Access Road (DEAR). 15% affordable housing contribution. Flood risk assessment will be required.
See also Proposal H59 Rosebank North, Dunipace on page a10					

# Appendix 1 - Proposals and Opportunities Schedule Housing

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Falkirk</b>					
H36	018	Gowan Avenue	1.4	99	Existing housing supply site carried forward from LDP1. Forms part of Falkirk Canal Corridor Strategic Growth Area. Canalside brownfield site previously granted planning permission. Built frontage on to canal required. Masterplan required. Education contributions and 15% affordable housing required. Flood risk assessment will be required.
H37	019	Etna Road 1	0.6	40	Existing housing supply site carried forward from LDP1. Forms part of Falkirk Canal Corridor Strategic Growth Area. Canalside brownfield site with planning permission. Built frontage on to canal required.
H38	014	Etna Road 2	4.7	168	Existing housing supply site carried forward from LDP1. Forms part of Falkirk Canal Corridor Strategic Growth Area. Former gas works site fronting canal on north side. Site includes SINC and provision of landscaped canalside greenspace and path required as mitigation. Built frontage on to canalside greenspace required. Appropriate buffer required to Ladysmill Burn. Masterplan required. Education contributions and 15% affordable housing required.
H39	022	Cauldhame Farm	14.4	200	Existing supply site carried forward from LDP1. Forms part of Falkirk North Strategic Growth Area. Major area of change - see separate guidance.
H40	023	Blinkbonny Road	1.3	40	Existing housing supply site carried forward from LDP1. Brownfield site currently proposed for Council housing. Built frontage required to Blinkbonny Road. Education contributions and contribution to A803 corridor improvements required.
H41	025	Grangemouth Road	6.3	200	Existing supply site carried forward from LDP1. Forms part of Falkirk Gateway Strategic Growth Area. Major area of change - see separate guidance
H42	123 (part) 160	Woodend Farm	4.7	90	New housing supply site. Greenfield site for Council housing forming extension to Hallglen. Masterplan required, supported by Landscape and Visual Assessment. Access to be taken off New Hallglen Road. Sensitive restoration of C-listed Woodend Farm building is required with setting safeguarded. Callendar Wood and boundary wall to be sensitively treated with suitable buffer, bearing in mind status as an Inventory Garden and Designed Landscape and Ancient Woodland. Comprehensive planting scheme required to screen new housing on exposed southern edge of site and mitigate landscape and visual impacts. Screen planting also required to safeguard amenity of John Muir Way to the east. Linear central open space following water main should provide path connection from Woodend Walk to John Muir Way. Education contributions required.
H43	069	Westburn Avenue	5.5	100	Existing housing supply site carried forward from LDP1. Brownfield site formerly occupied by western part of Falkirk & District Royal Infirmary. Final boundary of surplus NHS land to be confirmed, taking account of future Falkirk Community Hospital needs. Masterplan required. High quality frontages required to Westburn Avenue and Major's Loan. Culverted watercourse through site requires investigation and flood risk assessment required. Contribution required to A803 corridor improvements.
H44	168	Firs Park	1.2	40	New housing supply site. Former football ground site with planning permission in principle. Masterplan required. Education contributions and 15% affordable housing required.



## Appendix 1 - Proposals and Opportunities Schedule Housing

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Grangemouth</b>					
H45	----	Avonhall	0.8	11	New housing supply site. Planning permission granted. Within major hazard zone. Includes conversion of listed building.
<b>Larbert &amp; Stenhousemuir</b>					
H46	026	Hill of Kinnaird 1	15.2	711	Existing housing supply site carried forward from LDP1. Part of the North Larbert Strategic Growth Area (Kinnaird Village) which was granted outline planning consent for 1700 houses and associated infrastructure. Greenfield site forming second phase of this major settlement expansion. Approved planning brief and masterplan in place. Site expected to be under construction until 2023/24. Site size excludes completed areas.
H47	062	Pretoria Road	1.4	27	Existing housing supply site carried forward from LDP1. Greenfield infill site between Denny Road and Pretoria Road. A new access road passes through the site to serve Larbert House and Stables. Masterplan required. Developer contributions towards community infrastructure will be required, including education contributions and 25% affordable housing requirement. A Transport Assessment will also be required. Woodland area adjacent to western site boundary should be retained and maintained as a woodland landscape screen. Flood risk assessment will be required.
See also Proposal H60 Stirling Road on page a10					
<b>Rural North: Airth</b>					
H48	039	Castle View	11.1	132	Existing housing supply site carried forward from LDP1. Large greenfield extension on escarpment above the village. Masterplan required to address placemaking, layout and design issues, pedestrian access to the village centre, integrating the development into the sensitive landscape, habitat issues, woodland and tree cover. Ancient Woodland is present in the south-west of the site. A suitable buffer should be provided between ancient woodland and housing. Developer contributions towards community infrastructure will be required, including education contributions and 25% affordable housing requirement. Planning permission previously granted for 14 houses on southern part of site. Flood risk assessment will be required.
H49	041	Airth Castle South	1.1	15	Existing housing supply site carried forward from LDP1. Small greenfield extension to round off southern edge of village. Sensitive design required to avoid adverse impact on setting of Airth Castle and Airth Old Parish Church. Ancient Woodland is present to the north, east, and south of the site. A suitable buffer should be provided between ancient woodland and housing. Developer contributions towards community infrastructure will be required, including education contributions. Planning permission in principle granted. Flood risk assessment will be required.

# Appendix 1 - Proposals and Opportunities Schedule Housing

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Rural North: Airth</b>					
H50	042	The Glebe	1.0	30	Existing housing supply site carried forward from LDP1. Small greenfield extension to round off northern edge of village. Masterplan required. Design to be sympathetic to adjacent housing and urban edge location in terms of scale and density and boundary treatments. Developer contributions towards community infrastructure will be required, including education contributions and 25% affordable housing requirement. Final form of development to take account of assessment of flood risk from nearby burn and any risk of encroachment on to coastal flood plain.
<b>Rural North: Torwood</b>					
H51	043	Former Torwood School	0.7	15	Existing housing supply site carried forward from LDP1. Former school site on southern edge of village. Masterplan required. Opportunity for sensitively designed development to take account of site's gateway location. Access to A9 should be integrated with current Glen Road junction. Developer contributions towards community infrastructure will be required, including education contributions and traffic calming measures on the A9. The development should include an on-site equipped play space catering for toddler/junior play which will help address the lack of amenity open space in Torwood. Flood risk assessment will be required.
H52	044	McLaren Park	2.2	10	Existing housing supply site carried forward from LDP1. Greenfield site within village for low density development. Masterplan required. Site should incorporate a central open space which will contribute to alleviating open space deficiency in the village and incorporate SUDs feature. Ancient Woodland is present to the north-east of the site. A suitable buffer should be provided between ancient woodland and housing. Planning permission in principle and masterplan previously granted for 10 houses.
<b>Bonnybridge &amp; Banknock</b>					
H53	114	Cumbernauld Road	0.5	10	New housing supply site. Site lies within Antonine Wall WHS Buffer Zone. Assessment required to determine the impact on the setting of the WHS and appropriate mitigation. Development should be sympathetic to the rural nature of the site and the clustered form and character of the existing dwellings at Longcroft Holdings, and should be no more than 1.5 storeys in height. Significant planting required to mitigate potential landscape impacts. Flood risk assessment and drainage strategy required to deal with surface water flooding issues. Education contributions required.
<b>Braes and Rural South: Maddiston and Rumford</b>					
H54	036	The Haining	3.4	Up to 20	Existing housing supply site carried forward from LDP1. Major area of change. See separate guidance.

## Appendix 1 - Proposals and Opportunities Schedule **Housing**

<b>Housing</b>					
<b>LDP Ref.</b>	<b>MIR Ref.</b>	<b>Site Name</b>	<b>Site Size (ha)</b>	<b>Housing Capacity (Units)</b>	<b>Site Comments</b>
<b>Bo'ness</b>					
<b>H55</b>	102	<b>Crawfield Road</b>	27.4	450	New Housing Supply Site. Forms part of Bo'ness South-West Strategic Growth Area. Major Area of change - see separate guidance. For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitat Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth Special Protection Area, either alone or in combination with other plans or projects.
<b>H56</b>	103	<b>North Bank Farm</b>	11.5	200	New housing supply site. Forms part of Bo'ness South-East Strategic Growth Area. Masterplan required. Upgrade to Borrowstoun Road required and vehicular link(s) to Drum Farm South (MU02) should be explored. Pedestrian and cycle link(s) to MU02 required. Transport Assessment required. Mitigation measures may be required, which may include contributions to sustainable travel. Flood risk and drainage impact assessments required. Planting required to establish robust realigned green belt boundary and settlement edge to south and east. 15% affordable housing required. Contributions to education provision required in accordance with the relevant supplementary guidance. Impact on other community infrastructure, including healthcare facilities, will also require to be assessed and mitigated as necessary. For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth Special Protection Area, either alone or in combination with other plans or projects



## Appendix 1 - Proposals and Opportunities Schedule Housing

Housing					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Site Comments
<b>Braes and Rural South: Maddiston and Rumford</b>					
H57	140	Maddiston Fire Station	3.8	90	New housing supply site. Contributions towards the provision of education and health facilities required. 25% affordable housing required. Planning permission granted. Flood risk assessment required.
<b>Braes and Rural South: Limerigg</b>					
H58	053	Slamannan Road 1	6.5	90	Existing housing supply site carried forward from LDP1. Planning permission in principle granted. Education contributions and 25% affordable housing required. Detailed site investigation and land stability proposals required. Flood risk assessment required.
<b>Denny</b>					
H59	116	Rosebank North, Dunipace	6.5	130	New housing supply site. Masterplan required incorporating substantial strip of open space/ landscaping / planting along northern and eastern parts of the site with development located away from the most elevated land. Developer contributions may be required for education, primary healthcare facilities and Denny Eastern Access Road (DEAR). 15% affordable housing contribution. A flood risk assessment will be required.
<b>Larbert &amp; Stenhousemuir</b>					
H60	133	Stirling Road	4.4	60	Planning permission in principle granted. Education contributions and 25% affordable housing required.

<b>Mixed Use (Employment/Residential/Community)</b>						
<b>LDP Ref.</b>	<b>MIR Ref.</b>	<b>Site Name</b>	<b>Site Size (ha)</b>	<b>Housing Capacity (Units)</b>	<b>Proposed Uses</b>	<b>Site Comments</b>
<b>Bo'ness</b>						
<b>MU01</b>	198	<b>Links Road</b>	1.1	Unknown	Housing/Leisure/Business	Existing town centre opportunity. Brownfield site with potential for mixed use to enhance the eastern approach to Bo'ness Town Centre and the environs of Bo'ness Station. Redevelopment should take account of the future plans of the SRPS. Option of access to foreshore should be retained.
<b>MU02</b>	064	<b>Drum Farm South</b>	13.0	220	Housing/Neighbourhood Centre	Existing mixed use site with increased housing element. Forms part of Bo'ness South East Strategic Growth Area. Masterplan to retain a minimum of 1 hectare for neighbourhood centre uses which may include retail/local business and services/pub restaurant. Major area of change - see separate guidance.
<b>MU03</b>	078	<b>Crawfield Lane</b>	1.8	Unknown	Business/Housing/Retail	Existing business supply site with potential for housing. Brownfield site within existing industrial estate. Site may be able to accommodate retail of a local neighbourhood scale, or housing subject to layout which satisfactorily separates and buffers residential and business uses. Flood risk assessment will be required.
<b>Bonnybridge &amp; Banknock</b>						
<b>MU04</b>	065	<b>Banknock North</b>	23.8	504	Housing/Neighbourhood Centre	Existing mixed use site carried forward from LDP1. Forms part of Banknock Strategic Growth Area. Major area of change - see separate guidance
<b>MU05</b>	066	<b>Bonnybridge Town Centre</b>	0.9	Unknown	Retail/Business/Community/Leisure/Housing	Existing town centre opportunity. Carefully consider potential impacts on the setting of the canal and address the canal frontage. Flood risk assessment will be required.
<b>See also Proposal MU20 East Bonnybridge on page a14</b>						

## Appendix 1 - Proposals and Opportunities Schedule Mixed Use

Mixed Use (Employment/Residential/Community)						
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Proposed Uses	Site Comments
<b>Braes &amp; Rural South</b>						
<b>MU06</b>	095	<b>Gilston</b>	54.4	500	Housing/Business/ Neighbourhood Centre/ Greenspace	Existing business supply site with addition of housing. Forms Strategic Growth Area. Major Area of Change - see separate guidance.
<b>MU07 Deleted</b>						
<b>MU08</b>	075	<b>Stein's Brickworks</b>	8.9	71	Housing/ Recreation/ Business	Existing mixed use site carried forward from LDP1. Permission granted for mixed use development to include housing (including an affordable housing requirement), new recreational facilities, employment uses and public open space. A remediation strategy for contaminated land and air quality monitoring will be required. Proposals should take account of flood risk assessment.
<b>Denny</b>						
<b>MU09</b>	067	<b>Broad Street</b>	13.1	200	Housing/Business	Existing mixed use site. Forms part of Denny South East Strategic Growth Area. Major area of change - see separate guidance.
<b>MU10</b>	079	<b>Church Walk</b>	0.7	Unknown	Retail/Business/ Leisure/Community/ Housing	Existing town centre opportunity. Phase 1 complete. Phases 2 and 3 still to be developed. Development brief prepared.



<b>Mixed Use (Employment/Residential/Community)</b>						
<b>LDP Ref.</b>	<b>MIR Ref.</b>	<b>Site Name</b>	<b>Site Size (ha)</b>	<b>Housing Capacity (Units)</b>	<b>Proposed Uses</b>	<b>Site Comments</b>
<b>Falkirk</b>						
<b>MU11</b>	068	<b>Portdownie</b>	14.5	Unknown	Housing/Business/Leisure/Tourism/Community	Existing mixed use site not contributing to housing supply. Forms part of Falkirk Canal Corridor Strategic Growth Area. Major area of change - see separate guidance.
<b>MU12</b>	070	<b>Grahamston</b>	2.6	Unknown	Housing/Business/Leisure/Tourism/Community/Retail	Existing town centre opportunity. Regeneration opportunity area within Falkirk Town Centre comprising predominantly surface car parking, offering redevelopment and enhancement potential for a range of uses. Major opportunity to improve the entrance to the town centre at Grahamston railway station. Further investigation needed prior to preparation of brief and masterplan.
<b>MU13</b>	071	<b>Callendar Riggs</b>	2.9	Unknown	Housing/Business/Leisure/Tourism/Community/Retail	Existing town centre opportunity. Regeneration opportunity area at east end of Falkirk High Street which includes potential restructuring of Callendar Square and redevelopment and enhancement of bus station. Further investigation needed prior to preparation of brief and masterplan. Small watercourse is culverted adjacent to site. Flood risk assessment will be required.
<b>MU14</b>	072	<b>Bank Street</b>	0.1	27	Housing/Business/Retail	Existing town centre opportunity. Infill site within Falkirk Town Centre previously granted planning permission
<b>MU15</b>	073	<b>Williamson Street</b>	0.3	36	Housing	Existing town centre opportunity. Brownfield site within Falkirk Town Centre granted planning permission for housing.
<b>MU16</b>	080	<b>Falkirk Gateway</b>	25.8	100	Business/Leisure/Tourism/Retail/Housing	Existing business site with use amended to include housing. Part of Falkirk Gateway Strategic Growth Area. Major area of change - see separate guidance.
<b>MU17</b>	122	<b>Carron Road</b>	2.4	Unknown	Retail/Business/Leisure/Community/Housing	New local centre opportunity. Newcarron Centre requires restructuring to adapt to market conditions. Opportunity for introduction of housing as part of revised mix. First phase of reconfigured retail use granted planning permission. Proximity to Carron Landfill.
<b>Grangemouth</b>						
<b>MU18</b>	074	<b>Grangemouth Town Centre</b>	6.5	Unknown	Retail/Business/Leisure/Community/Housing	Existing town centre opportunity. Redevelopment of 1960's shopping centre. Flood risk assessment required. Site lies within major hazard consultation zones.
<b>See also Proposal MU21 Glensburgh on page a14</b>						

## Appendix 1 - Proposals and Opportunities Schedule Mixed Use

Mixed Use (Employment/Residential/Community)						
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Housing Capacity (Units)	Proposed Uses	Site Comments
<b>Larbert &amp; Stenhousemuir</b>						
MU19	094	Hill of Kinnaird 2	9.7	70	Housing/Business/Community	Existing business site with use amended to include housing/community uses. Provides an opportunity to address any shortfall in community uses in Kinnaird Village. Business uses to be located on the Bellsdyke Road frontage. Education contributions and 25% affordable housing required. Transport Assessment required. Opportunity for green network enhancement.
<b>Bonnybridge &amp; Banknock</b>						
MU20	077	East Bonnybridge	19.9	200	Housing/ Nursing Home/ Sports & Recreation Facilities/ Green Network NetworkEnhancement	Existing mixed use site carried over from LDP1. Greenfield expansion to the east of Bonnybridge. Masterplan required which should address the presence of 2 high pressure gas pipelines crossing the site, and associated health and safety constraints. Site lies within the Antonine Wall World Heritage Site buffer zone and adjacent to the Forth & Clyde Canal. Detailed heritage assessment required to assess the extent of impact on these heritage assets, with appropriate mitigation built into the design and layout. Extensive green network enhancement required including access, landscape, and habitat improvements, and including suitable riparian green corridors. Flood risk assessment required. Education contributions required and 15% affordable housing. Principles for frontages along the A803 Falkirk Road, establishing new gateway/settlement edge to this new boundary for Bonnybridge. Protected species surveys to be undertaken particularly along the Bonny Water, Rowan Tree Burn and Forth & Clyde Canal with preparation of any required Species Management Plan(s). Pedestrian and cycle links, including as part of green networks, to the Forth & Clyde Canal towpath and via existing routes such as along the A803, Smeaton Drive and Gateside Avenue.
<b>Grangemouth</b>						
MU21	088	Glensburgh	4.5	Up to 30	Retail/Business/ Leisure/Housing	Existing business supply site with potential for retail and leisure of a local neighbourhood scale and no more than 30 homes. Part of Grangemouth Investment Zone/NPF3 national development. Prominent site at northern entrance to Grangemouth and close to Helix, requiring high design standards. Within Major Hazard and Pipeline Consultation Zones. Potential poor ground conditions on infilled area of former Forth and Clyde Canal. A flood risk assessment is required. Transport Assessment required and developer contributions may be required for transport infrastructure. Cumulative impact on sensitive receptors, the wider town and local community should be addressed including increases in air pollution, noise and road network impacts.

## Appendix 1 - Proposals and Opportunities Schedule Business

Business					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Proposed Uses	Site Comments
<b>Bo'ness</b>					
BUS01	196	Kinneil Walled Garden	1.0	Leisure/Tourism/ Community Growing	New business site. Opportunity for tourism-related business within historic walled garden subject to site becoming surplus to Council requirements. Walled garden is Category C listed. Antonine Wall World Heritage Site covers northern part of site. Other listed buildings including Kinneil House and Duchess Anne Cottages lie adjacent. Sensitivity required in relation to these historic environment features, and also to adjacent residential properties. Site also identified as community growing opportunity. Flood risk assessment will be required.
<b>Braes &amp; Rural South</b>					
BUS02	076 (part)	Whitecross/ Manuel Works	29.0	Business/Industry	New business site. Former Manuel Works site re-designated for business/industry use. Major area of change - see separate guidance.
BUS03	096	Beancross	5.5	Business	Existing business site carried forward from LDP1. The opportunity exists to provide an expansion of the existing garden centre together with new company headquarters. Entirety of site within Antonine Wall World Heritage Site Buffer Zone. Proposals to be informed by a detailed heritage assessment. A flood risk assessment will be required.
BUS04	203	A801 Union Canal	5.3	Business/Leisure/ Tourism	Existing tourism site carried forward from LDP1 with defined boundary. Carefully consider potential impacts on the setting of the canal and address the canal frontage. Flood risk assessment will be required.
See also Proposal BUS23 Grandsable Road on page a19					



# Appendix 1 - Proposals and Opportunities Schedule Business

Business					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Proposed Uses	Site Comments
<b>Falkirk</b>					
<b>BUS05</b>	081	<b>Falkirk Stadium</b>	18.2	Business/Leisure/ Tourism	Existing business site carried forward from LDP1. Major area of change - see separate guidance.
<b>BUS06</b>	082	<b>Abbotsford Business Park</b>	13.9	Business/Industry	Existing business site carried forward from LDP1. Masterplan prepared. Roads, drainage and landscaping infrastructure installed. Flood risk assessment will be required.
<b>BUS07</b>	083	<b>Caledon Business Park</b>	15.5	Business/Industry	Existing business site carried forward from LDP1. Opportunity for business/industry comprising rationalisation or redevelopment of existing Bog Road industrial estate and additional greenfield land to rear. Planning permission in principle previously granted. New site access required from roundabout on A9. Strong landscape framework required adjacent to A9. Potential culverted watercourse through site. Flood risk assessment will be required.
<b>BUS08</b>	084	<b>Rosebank Distillery</b>	0.7	Business/Leisure/ Tourism	Existing business site carried forward from LDP1. Opportunity for restoration and re-use of B-listed former distillery building. Planning brief prepared.
<b>BUS09</b>	085	<b>Callendar Business Park</b>	0.7	Business	Existing business site carried forward from LDP1. Remaining plot within Callendar Business Park.
<b>BUS10</b>	197	<b>Wester Carmuir</b>	0.8	Leisure/Tourism	New tourism site. Opportunity for leisure/tourism use on part of existing underused park and ride car park. Entirety of site within Antonine Wall World Heritage Site Buffer Zone. Proposals to be informed by a detailed heritage assessment. Flood risk assessment will be required.
<b>BUS11</b>	204	<b>Falkirk Wheel</b>	28.6	Leisure/Tourism	New tourism site. Opportunity for selective tourism and recreational uses complementary to current operations at the Falkirk Wheel. Masterplan required to co-ordinate uses and supporting infrastructure. Area has a number of environmental sensitivities including existing woodland, and contaminated land which all need to be carefully considered. Part of site within Antonine Wall World Heritage Site Buffer Zone. Proposals to be informed by a detailed heritage assessment. Number of watercourses in or adjacent to site and flood risk assessment will be required. Carefully consider potential impacts on the setting of the canal and address the canal frontage.

## Appendix 1 - Proposals and Opportunities Schedule Business

Business					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Proposed Uses	Site Comments
<b>Grangemouth</b>					
<b>BUS12</b>	087	<b>Earls Gate Park</b>	9.8	Business/Industry	Existing business and industry site carried forward from LDP1. Part of Grangemouth Investment Zone/NPF3 national development. Remainder of partially developed business park close to M9 junction 6. Within Major Hazard and Pipeline Consultation Zones. Sources of contamination from previous industrial use should be investigated and remediated. A flood risk assessment may be required. Cumulative impact on sensitive receptors, the wider town and local community should be addressed including increases in air pollution, noise and road network impacts.
<b>BUS13 Deleted</b>					
<b>BUS14</b>	089	<b>South Bridge Street</b>	2.9	Business/Industry	Existing business and industry site carried forward from LDP1. Part of Grangemouth Investment Zone/NPF3 national development. Within Major Hazard and Pipeline Consultation Zones. Sources of contamination from previous industrial use should be investigated and remediated. A flood risk assessment may be required. Transport Assessment required and developer contributions may be required for transport infrastructure. Cumulative impact on sensitive receptors, the wider town and local community should be addressed including increases in air pollution, noise and road network impacts.
<b>BUS15</b>	090/190	<b>Grangemouth Docks West</b>	41.2	Port related industry/ storage and distribution/ logistics/ energy	Existing business and industry site carried forward from LDP1. Part of Grangemouth Investment Zone/NPF3 national development. Consent was granted for the Grangemouth Biomass Electricity Generating Station under Section 36 of the Electricity Act 1989. Within Major Hazard and Pipeline Consultation Zones. Where planning permission is required a Transport Assessment will be needed and developer contributions may be required for transport infrastructure. A flood risk assessment is required. Sources of contamination from previous industrial use should be investigated and remediated. Cumulative impact on sensitive receptors, the wider town and local community should be addressed including increases in air pollution, noise and road network impacts. For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC and Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.

## Appendix 1 - Proposals and Opportunities Schedule Business

Business					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Proposed Uses	Site Comments
<b>Grangemouth</b>					
<b>BUS16</b>	200/201	<b>Bo'ness Road</b>	100+	Business/Industry/Chemicals Industry	Existing business site carried forward from LDP1. Major area of change - see separate guidance.
<b>BUS17</b>	202	<b>Wholeflats Road</b>	100+	Business/Industry	Existing business site carried forward from LDP1. Major area of change - see separate guidance.
<b>BUS18</b>	091	<b>Wholeflats Business Park</b>	4.2	Business/Industry	Existing business and industry site carried forward from LDP1. Part of Grangemouth Investment Zone/NPF3 national development. Partially developed. Within Major Hazard and Pipeline Consultation Zones. Transport Assessment required and developer contributions may be required for transport infrastructure. A flood risk assessment may be required. Cumulative impact on sensitive receptors, the wider town and local community should be addressed including increases in air pollution, noise and road network impacts. For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC and Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.
<b>Larbert &amp; Stenhousemuir</b>					
<b>BUS19</b>	092	<b>Glenbervie</b>	12.7	Business/Industry	Existing business site carried forward from LDP1. Site has excellent accessibility to M876 motorway. On-site services and infrastructure remain to be installed. Assessment of potential flood risk from minor watercourse flowing through site required and 6m buffer strip to be included in development layout.
<b>BUS20</b>	093	<b>Glenbervie Business Park</b>	8.1	Business/Industry	Existing business site(s) carried forward from LDP1. Remaining undeveloped sites with Glenbervie Business Park. Sites have excellent accessibility to M876 motorway. Assessment of potential flood risk from minor watercourse required.
<b>BUS21 &amp; BUS22 Deleted</b>					



## Appendix 1 - Proposals and Opportunities Schedule Business

Business					
LDP Ref.	MIR Ref.	Site Name	Site Size (ha)	Proposed Uses	Site Comments
<b>Braes &amp; Rural South</b>					
<b>BUS23</b>	137	<b>Grandsable Road</b>	3.8	Tourism/Business/ Economic Opportunity	Development with planning permission for whisky distillery, visitor centre and ancillary restaurant and retail use, and under construction. The entire allocation is within the Antonine Wall World Heritage Site buffer zone. Site is also subject to flood risk and a flood risk assessment will be required. Any amendments, or development additional to the current permission will require to comply with Antonine Wall, flooding and any other relevant LDP policies. A heritage impact assessment may be required.

# Appendix 1 - Proposals and Opportunities Schedule Infrastructure

Infrastructure		
LDP Ref.	Project	Comments
<b>Transport</b>		
IN01	M9 Junction 3 Improvement	Existing safeguarding carried forward from LDP1. Land safeguarded for northern part of new west facing slips. Southern part safeguarded in West Lothian LDP. Upgrade will have to be developer-funded.
IN02	M9 Junction 4 Improvement	Existing project carried forward from LDP1. Signalisation and localised widening required to slip roads. To be funded through developer contributions from impacting sites.
IN03	M9 Junction 5 Improvement	Existing project carried forward from LDP1. Signalisation and localised widening required to slip roads. To be funded through TIF.
IN04	M80 Junction 7 Improvement	Existing project carried forward from LDP1. Upgrading of slip roads and their junction with the A803. Required to accommodate settlement growth. To be funded through developer contributions from impacting sites.
IN05	A801 Avon Gorge Improvement	Existing project carried forward from LDP1. New bridge and approach roads required to improve this strategic link between the M9 and M8. Joint project with Scottish Government and West Lothian Council. To be partly funded through TIF.
IN06	Falkirk A904 Corridor Improvements	Existing project carried forward from LDP1. Upgrading of Westfield roundabout and A9/A904 approach roads, and Laurieston Road/Icehouse Brae North. To be funded through TIF.
IN07	Falkirk A803 Corridor Improvements	Existing project carried forward from LDP1. Improvements to A803 Glasgow Road and B816 Glenfuir Road, including junction upgrades and bus lanes, required to support major development on west side of Falkirk. To be funded through developer contributions from impacting sites.
IN08	Grangemouth Access Improvements	New project. Improvements to A904 Wholeflats Road and B9143 Inchyra Road likely to be required to support major growth in the Grangemouth Investment Zone. To be funded through developer contributions from impacting sites. Improvements to include new path in eastern side of Inchyra Road between Kersiebank Avenue and Wholeflats Road.
IN09	Denny Eastern Access Road and Denny Cross Improvement	Existing project carried forward from LDP1. New road providing south eastern bypass of Denny Town Centre, relieving congestion at Denny Cross, and providing access to Denny South East Strategic Growth Area. Initial sections from A883 to the north east and A872 Glasgow Road completed. Remainder to be funded by developer contributions from impacting sites as set out in SPG. Potential works at Denny Cross could further improve capacity.

## Appendix 1 - Proposals and Opportunities Schedule Infrastructure

Infrastructure		
LDP Ref.	Project	Comments
<b>Transport</b>		
IN10	<b>A904/A993 Junction Improvement, Bo'ness</b>	New project. Conversion of priority junction to roundabout to improve safety of junction. To be funded through Council's capital programme.
IN11	<b>C116 Waterslap Road Improvement, Carronshore</b>	New project. Improvement of road alignment. To be funded through Council's capital programme.
IN12	<b>Falkirk Bus Station Improvement</b>	Existing project carried forward from LDP1. Upgrading of bus station, potentially as part of wider regeneration and redevelopment at the East End of Falkirk Town Centre (see Opportunity MU13).
IN13-IN14	<b>Bonnybridge/Grangemouth Rail Station Site Safeguarding</b>	Existing safeguarding carried forward from LDP1. Potential sites for aspirational rail stations at Grangemouth and Bonnybridge. Consideration of stations would require to be supported by a robust and proportionate appraisal in line with STAG principles which may include investigating all rail options. Subsequent to the STAG appraisal, a positive business case would require to be demonstrated, and design and feasibility work should accord with Network Rail procedures. A flood risk assessment will be required. Site IN14 is within the Major Hazard Consultation Zone
IN15	<b>Greenhill Junction Rail improvement</b>	New project. Upgrade to create grade separated double junction to increase capacity and remove conflicts between Edinburgh-Glasgow and interurban services running to Perth.
IN16	<b>Falkirk - Denny/Bonnybridge Path</b>	Existing project carried forward from LDP1. Strategic path link from Denny to Camelon utilising disused railway line, with branch to Bonnybridge. Requires substantial structures to cross the Bonny Water and the M876. Part of the path route falls within the Pipeline Consultation Zone. Planning permission granted.
IN17	<b>Bo'ness - Grangemouth Path and A904 Realignment</b>	New project. Strategic path link from Bo'ness to Grangemouth. Route still to be confirmed, and may involve realignment of the A904 Grangemouth Road.
IN18	<b>A88 (Antonshill to A905 Path), Stenhousemuir</b>	New project. Extension of Bellsdyke Road cycleway eastwards from Moss Road to roundabout on A905.



## Appendix 1 - Proposals and Opportunities Schedule Infrastructure

Drainage & Flood Management		
LDP Ref.	Project	Comments
<b>Drainage &amp; Flood Management</b>		
IN19-IN21	<b>Dalderse, Torwood, Whitecross Waste Water Treatment Works Upgrades</b>	Existing project carried forward from LDP1. Growth project has been initiated by Scottish Water for Torwood WWTW. Whitecross WWTW will need upgrade to accommodate Strategic Growth Area development. Dalderse WWTW is likely to require an upgrade longer term to accommodate the cumulative scale of development in its catchment. At Dalderse WWTW for permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the River Teith SAC, either alone or in combination with other plans or projects.
<b>Education, Healthcare and Community Facilities</b>		
IN22	<b>Forth Valley College</b>	Existing project carried forward from LDP1. New Falkirk campus for Forth Valley College. Under construction.
IN23-IN25	<b>Secondary School Capacity Enhancement</b> • Braes High School • Denny High School • Graeme High School	Capacity enhancements at secondary schools experiencing community growth within their catchments. To be partly funded from developer contributions from development sites within the respective catchments.
IN26-IN31	<b>Primary School Capacity Enhancement</b> • Bankier Primary School • Denny Primary School • Head of Muir Primary School • Kinnaird Primary School • Maddiston Primary School • Whitecross Primary School	Capacity enhancements at primary schools experiencing community growth within their catchments. To be partly funded from developer contributions from development sites within the respective catchments.
IN33	<b>Falkirk Community Hospital</b>	Existing project carried forward from LDP1. Consolidation of existing community hospital, including potential new-build facilities. Masterplan required for whole site including surplus land identified for housing development (H43).
IN34-IN36	<b>Sports Pitch Hubs</b> • Little Kerse, Grangemouth • Newton Park, Bo'ness • Westfield Park, Denny	Potential opportunities for development of 3G pitches and supporting facilities as part of the development of a network of sports pitch hubs.
<b>Cemeteries</b>		
IN37-IN40	<b>Cemetery Extensions</b> • Camelon • Muiravonside • Hills of Dunipace • Weedingshall	Potential sites for extensions to existing cemeteries experiencing capacity pressures. Development of these sites will have to meet SEPA's Guidance on Assessing the Impacts of Cemeteries on Groundwater. All sites are known to be subject to ground condition constraints, and detailed site investigations will be required to establish their suitability or otherwise for coffin and/or casket burials. Any development will require comprehensive landscaping plans to integrate them into their setting. Proposal IN39 Hills of Dunipace is within the Pipeline Consultation Zone.

## Appendix 1 - Proposals and Opportunities Schedule Green and Blue Network

Green and Blue Network			
LDP Ref.	Opportunity	Green Network Component	Comments
GN01	John Muir Way	Council Wide	<p>Section of national long distance route within Falkirk Council area, stretching from Shore Wood, east of Blackness to Forth and Clyde Canal, west of Banknock.</p> <p>Opportunity for access and landscape improvements along the entire length of the trail.</p> <p>Particular access enhancement opportunities between Blackness Primary School and Rouken Glen garden centre. In respect of proposals affecting the River Forth, for permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, or Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.</p>
GN02	Antonine Wall Trail	Council Wide	<p>Opportunity to create a trail associated with the Antonine Wall between Carriden Fort near Bo'ness and Castlecary. Exact route of proposed trail to be finalised with strategic and local partners, including Historic Environment Scotland.</p> <p>A number of enhancements including the creation of new Roman themed playspaces and the recreation of a distance slab are likely to be delivered in association with the Rediscovering the Antonine Wall project.</p>
GN03	Kinneil Kerse	Forth Estuary	<p>Former landfill site which directly abuts the Firth of Forth SPA.</p> <p>Once waste management issues have been addressed, habitat enhancement proposals will focus around landfill restoration and enhancing and creating new supporting habitat for qualifying species of the Firth of Forth SPA. This will include protection of existing high tide roost sites and creation of suitable refuge areas. Possible construction of new visitor facilities for bird viewing.</p> <p>In respect of proposals affecting the River Forth, for permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, or Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.</p>
GN04	Bothkennar/Skinflats	Forth Estuary	<p>Coastal habitats to the north of the mouth of the River Carron.</p> <p>Opportunities to create new supporting habitat for SPA supporting species and new visitor facilities for bird viewing. Creation of new supporting habitat could involve the managed realignment of the coast which would help to reduce overall flood risk in the area and could contribute to the achievement of river basin planning objectives.</p> <p>For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, or Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.</p>

## Appendix 1 - Proposals and Opportunities Schedule Green and Blue Network

Green and Blue Network			
LDP Ref.	Opportunity	Green Network Component	Comments
GN05	Carse Peatland Restoration	Carse	Long term opportunities for restoration of peatland at Letham Moss and peatland habitat enhancement at Dunmore Moss.
GN06	River Carron Corridor Improvements	Upper/Lower Carron	Communities Along the Carron Initiative aims to enhance the River Carron's function as a recreational resource for riparian communities. Opportunity to create River Carron Trail including access improvements at Carrongrove and Denny East to Lochlands. Opportunity for habitat, landscape and access enhancement as part of the future restoration of West Carron landfill site once existing operations have ceased. Further opportunities for continuing habitat restoration and invasive species clearance projects and support for the Carron Works project which seeks to conserve and enhance the industrial heritage of the Lower Carron Valley. For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the River Teith SAC, Firth of Forth SPA and the Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.
GN07	Helix	Falkirk-Grangemouth	Opportunities remain to enhance landscape setting of the Helix where it abuts an industrial urban edge and to improve access to the Helix from its surrounding communities. Particular opportunity to enhance pedestrian/ cycle access route between the Helix and Callendar Park and between the bottom of Icehouse Brae along Laurieston Road. The Helix is identified in the Open Space Strategy as a key open space asset.
GN08	Helix - Falkirk Town Centre Green Corridor	Falkirk-Grangemouth	Opportunity to improve access to the Helix from Falkirk Town Centre through creation of new open space corridor and strategic access route. New sections required through both Forth Valley College campus and Falkirk Gateway sites.
GN09	Zetland Park	Falkirk-Grangemouth	Park masterplan has been prepared for Zetland Park which identifies a range of improvements. Zetland Park is identified in the Open Space Strategy as a key open space asset.
GN10	Lionthorn Policy Bing	South Falkirk	Opportunity to develop new recreational greenspace on blaes playing fields, building on tree planting, habitat creation and access works previously carried out through Lionthorn Greenspace Project.
GN11	Callendar Park and Wood	South Falkirk	Separate masterplans for Callendar Park and Wood have been prepared by Falkirk Community Trust and Forestry Commission Scotland respectively. Various opportunities for improvement have been identified. Callendar Park and Wood are identified in the Open Space Strategy as a key open space asset.
GN12	Kinneil Estate	South Bo'ness	Masterplan for the improvement of Kinneil Estate has been approved by the Council. Opportunity to develop visitor facilities along with continuing management of the woodland close to Antonine Wall World Heritage Site. Kinneil Estate is identified in the Open Space Strategy as a key open space asset.



## Appendix 1 - Proposals and Opportunities Schedule Green and Blue Network

Green and Blue Network			
LDP Ref.	Opportunity	Green Network Component	Comments
GN13	Bo'ness Open Space Corridors	South Bo'ness	Opportunity to improve quality, function and diversity of open space corridors within Bo'ness. Corridors incorporate contiguous open spaces such as Deanburn Glen and Maidenpark, Grahamsdyke playing fields and Newton Park and The Drum, Kinningars Park and Crookies.
GN14	Braes Open Space Corridors	Lower Braes	Opportunity to improve the quality, function and diversity of open space corridors running through the Braes area. Opportunities focus on the corridors of the Polmont Burn, Westquarter Burn, Manuel Burn and Union Canal, contiguous open spaces and open spaces linking into these corridors.
GN15	Braes Wetland and Peatland Restoration	Mid/Upper Braes	Opportunity to create new bog and wetland habitat to improve habitat connectivity between existing significant bog and wetland habitats in the Mid/ Upper Braes. Opportunities may extend to peatland restoration schemes in areas such as Gardrum Moss, Darnrigg Moss, Garbethill, Fannyside, Wester Arnloss and Drumbroidier Moss. For permission to be granted proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Slamannan Plateau SPA, either alone or in combination with other plans or projects.
GN16	Black Loch Access	Upper Braes	Opportunity to create new path to the south of Black Loch to enable access around the loch. For permission to be granted any new path proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Black Loch Moss SAC, either alone or in combination with other plans or projects.
GN17	Larbert Open Space Corridors	North Larbert	Opportunity to improve quality, function and diversity of open space corridors running through Larbert and Stenhousemuir. Opportunities focus on the open spaces running along Chapel Burn between the River Carron and Bellsdyke Road; and the How Burn between River Carron and Larbert Main Street.
GN18	Glenbervie to Denny	North Larbert	Opportunity to provide missing link in the core path network to enable a circular route between North Broomage and Denny via Glenbervie and Torwood. Complementary opportunities to improve the path network in Torwood and Dales Wood.
GN19	River Avon Corridor	Avon	Extensive work completed over the past few decades to create the River Avon Heritage Trail running along the River Avon from Avonbridge to Linlithgow Bridge. Opportunities remain to extend the access network downstream from Linlithgow Bridge to Grangemouth and upstream from Avonbridge to Slamannan. Long term opportunity to enhance and extend riparian habitat and access through phased restoration of Avondale landfill site. For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Slamannan Plateau SPA, either alone or in combination with other plans or projects.

# Appendix 1 - Proposals and Opportunities Schedule Green and Blue Network

Green and Blue Network			
LDP Ref.	Opportunity	Green Network Component	Comments
GN20	Muiravonside	Avon	Opportunity to enhance visitor attractions and recreational facilities, and improve woodland management at Muiravonside Country Park. Muiravonside is identified in the Open Space Strategy as a key open space asset.
GN21	Bonnyfield Expansion	Bonny Water	Opportunities exist to expand Bonnyfield Local Nature Reserve (LNR) to incorporate wetland habitat at Parkfoot Moss to west of bonded warehouse complex. Opportunities also exist to create an outdoor learning site, to improve access to LNR from Seabegs Road area via Seabegs Pend under Forth and Clyde Canal, and to enhance riparian habitat along the Bonny Water. Bonnyfield is identified in the Open Space Strategy as a key open space asset.
GN22	Falkirk Canal Corridor	Canals	Opportunity to improve the visual quality of the Forth and Clyde Canal corridor through Falkirk from Portdownie to the Helix. Particular opportunities to create new access and public realm along canal through development opportunities at Portdownie, Rosebank, Merchiston Road, Gowan Avenue, Etna Road and the Falkirk Gateway.
GN23	Bantaskine Park	Canals	Opportunity for further enhancement of the park including tourism facilities, interpretation, landscape and access improvements (as part of the John Muir Way), woodland management and canal moorings.
GN24	Community Growing Sites	Various	Developing a network of community growing sites is an aspiration of the Falkirk Greenspace Strategy . Council's Food Growing Strategy is being developed through consultation with communities, partner organisations and other stakeholders and will provide further details on the suitability of sites as opportunities for community growing. Opportunities for the creation of Community Growing sites exist at: <ul style="list-style-type: none"> <li>• Kinneil Walled Garden, Bo'ness;</li> <li>• Bantaskine Park, Falkirk;</li> <li>• Coo Park, Langlees;</li> <li>• Myothill, Denny;</li> <li>• California Road Playing Fields, Maddiston;</li> <li>• Zetland Park, Grangemouth; and</li> <li>• Muiravonside Country Park</li> </ul>

## Appendix 1 - Proposals and Opportunities Schedule Green and Blue Network

Green and Blue Network			
LDP Ref.	Opportunity	Green Network Component	Comments
GN25	Outdoor Learning Sites	Various	<p>Developing a network of outdoor learning sites is an aspiration of the Falkirk Greenspace Strategy. A programme of masterplans will be developed with local communities and other relevant stakeholders, including landowners identifying ways of maximising opportunities for outdoor learning within local parks and open spaces. Opportunities for the creation of outdoor learning sites exist at:</p> <ul style="list-style-type: none"> <li>• Callendar Park and Woods, Falkirk</li> <li>• Dollar Park, Falkirk</li> <li>• Falkirk Community Hospital, Summerford, Falkirk</li> <li>• Zetland Park, Grangemouth</li> <li>• Kinneil Foreshore Local Nature Reserve, Bo'ness</li> <li>• Douglas Park, Bo'ness</li> <li>• Polmont Woods, Polmont</li> <li>• Gala Park, Denny</li> <li>• Bonnyfield Local Nature Reserve, Bonnybridge</li> <li>• Forth Valley Royal Hospital woodland, Larbert</li> <li>• Carron Dams Local Nature Reserve, Stenhousemuir;</li> <li>• Limerigg Wood</li> <li>• The Rumlie, Slamannan; and</li> <li>• Bellsrigg Woodland, California/Shieldhill.</li> </ul> <p>In respect of the Kinneil Foreshore LNR, for permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA or the Outer Firth of Forth and St Andrew's Bay Complex pSPA, either alone or in combination with other plans or projects.</p>



## Appendix 2 - List of Supplementary Guidance

Ref.	Title	Scope	Policy Link
<b>Placemaking and Design</b>			
<b>SG01</b>	<b>Development in the Countryside</b>	Guidance on the interpretation of policies on housing and business development in the countryside. Design guidance on new buildings in the countryside.	<b>PE14 HC05 JE05 HC06</b>
<b>SG02</b>	<b>Neighbourhood Design</b>	Guidance on the design of new neighbourhoods, interpreting the principles of 'Designing Streets' for the local area.	<b>PE01</b>
<b>SG03</b>	<b>Residential Extension and Alterations</b>	Guidance on the design of extensions and alterations to residential properties.	<b>HC08</b>
<b>SG04</b>	<b>Shopfronts</b>	Guidance on the design of shopfronts in new buildings and the repair, alteration and replacement of shopfronts in existing buildings.	<b>PE04</b>
<b>SG05</b>	<b>Green Infrastructure and New Development</b>	Guidance and standards on the provision of green infrastructure in new development including open space, landscaping, habitat creation, surface water management and active travel routes.	<b>PE01 PE13 PE17 PE20 IR06 IR10</b>
<b>Housing</b>			
<b>SG06</b>	<b>Affordable Housing</b>	Guidance on how affordable housing requirements for private sites should be addressed.	<b>HC03</b>
<b>Natural Environment</b>			
<b>SG07</b>	<b>Biodiversity and Development</b>	Guidance on integrating biodiversity considerations in the design process and techniques for protection and enhancement of biodiversity in new development , and mitigation and compensation of impacts.	<b>PE19</b>
<b>SG08</b>	<b>Local Nature Conservation and Geodiversity Sites</b>	Explanation of the process for selecting and designating local sites, and a full list of sites with supporting detailed maps and information.	<b>PE19</b>
<b>SG09</b>	<b>Landscape Character Assessment and Landscape Designations</b>	Guidance on landscape considerations for development in each of the local landscape character areas. Guidance on the Local Landscape Areas and National and Local Designed Landscapes.	<b>PE10 PE18</b>
<b>SG10</b>	<b>Trees and Development</b>	Guidance on the safeguarding of trees which may be affected by development including pre-planning procedures and surveys, protection of trees at design and construction phases, and design and maintenance issues.	<b>PE20</b>
<b>Historic Environment</b>			
<b>SG11</b>	<b>Frontiers of the Roman Empire (Antonine Wall) World Heritage Sites</b>	Guidance on the safeguarding of the Antonine Wall WHS where it may be affected by development, including direct physical impacts on archaeology and impacts on setting.	<b>PE05</b>
<b>SG12</b>	<b>Listed Buildings and Unlisted Properties in Conservation Areas</b>	Guidance on the repair, extension, alteration and demolition of listed buildings and unlisted properties in conservation areas.	<b>PE07 PE08</b>

## Appendix 2 - List of Supplementary Guidance

Ref.	Title	Scope	Policy Link
<b>Infrastructure and Energy</b>			
<b>SG13</b>	<b>Developer Contributions</b>	Guidance on the circumstances in which contributions will be sought from development for different types of infrastructure, including, where appropriate, contribution rates.	<b>IR02</b>
<b>SG14</b>	<b>Renewable and Low Carbon Energy</b>	Guidance on the various renewable energy technologies and the planning issues which need to be addressed for each technology. Guidance on the incorporation of low and zero carbon generating technology (LZCGT) in new development. Information on opportunities for, and consideration of, heat networks in new development.	<b>IR12 IR13 IR14</b>

## Appendix 3 - Schedule of Council Land Ownership

Site Ref.	Name	X Grid Ref.	Y Grid Ref.
<b>Bo'ness</b>			
<b>H01</b>	<b>Drum Farm North</b> Council ownership extends to 0.093 ha and comprises a small area on the site's northern boundary.	301515	681130
<b>BUS01</b>	<b>Kinneil Walled Garden</b> Council ownership extends to 1.0 ha and covers the whole site.	298292	680505
<b>Bonnybridge and Banknock</b>			
<b>H08</b>	<b>Banknock South</b> Council ownership extends to 5.738 ha and comprises the northern half of the site.	277690	679076
<b>H09</b>	<b>Dennyloanhead</b> Council ownership extends to 1.265 ha and comprises a thin strip to the rear of existing housing on the site's southern boundary.	280407	679843
<b>H11</b>	<b>Seabegs Road</b> Council ownership extends to 1.3 ha and covers the whole site.	282118	679792
<b>MU04</b>	<b>Banknock North</b> Council ownership extends to 1.647 ha which comprises small pockets of land at the south western corner of the site.	278120	679336
<b>MU05</b>	<b>Bonnybridge Town Centre</b> Council ownership extends to 0.003 ha and comprises a small on the northwest boundary of the site.	282421	680183
<b>Braes and Rural South</b>			
<b>H18</b>	<b>Parkhall Farm 5</b> Council ownership extends to 0.125 ha and comprises a thin strip to the east of the site adjacent to the A801.	294738	677443
<b>H22</b>	<b>Bridgend Road</b> Council ownership extends to 0.015 ha and comprises a small strip on its western boundary to the rear of properties on Craigbank Street.	291197	672487
<b>H28</b>	<b>Standburn West</b> Council ownership extends to 0.041 ha and relates to the war memorial within the site.	292677	674718
<b>BUS04</b>	<b>A801 Union Canal</b> Council ownership extends to 0.208 ha and comprises a narrow strip adjacent to the A801 on the site's eastern boundary.	298292	677597
<b>IN40</b>	<b>Weedingshall Cemetery Extension</b> Council ownership extends to 1.72 ha and covers the whole site.	292657	679074
<b>Denny</b>			
<b>H30</b>	<b>Former Denny High School</b> Council ownership extends to 12.9 ha and covers the whole site with the exception of a small utilities area located in the northeast corner of the site.	281004	681732
<b>H33</b>	<b>Carrongrove Mill</b> Council ownership extends to 0.011 ha and comprises a small strip of land on its southern boundary adjacent to Tarduff Place.	279826	682860
<b>M09</b>	<b>Broad Street</b> Council ownership extends to 2.971 ha and comprises various pockets of land and a thin strip adjacent to the A883.	282194	682692

## Appendix 3 - Schedule of Council Land Ownership

Site Ref.	Name	X Grid Ref.	Y Grid Ref.
<b>Falkirk</b>			
<b>H40</b>	<b>Blinkbonny Road</b> Council ownership extends to 1.3 ha and covers the whole site.	287249	679815
<b>H42</b>	<b>Woodend Farm</b> Council ownership extends to 4.6 ha and covers the whole site.	290059	678601
<b>MU11</b>	<b>Portdownie</b> Council ownership extends to 11.95 ha and covers the majority of the site with the exception of existing business premises at the eastern side of the site.	286353	679988
<b>MU12</b>	<b>Grahamston</b> Council ownership extends to 2.169 ha and covers the Meeks Road, Garrison Place and Melville Street car parks.	288744	680180
<b>MU16</b>	<b>Falkirk Gateway</b> Council ownership extends to 11.5 ha and covers the whole of the southern parcel of land as well as a significant section of the middle and northern land parcels adjacent to the A9.	290252	680920
<b>BUS05</b>	<b>Falkirk Stadium</b> Council ownership extends to 18.6 ha and covers the whole site.	290749	680533
<b>BUS07</b>	<b>Caledon Business Park</b> Council ownership extends to 1.696 ha and covers two separate plots at the site's eastern boundary.	290550	679803
<b>BUS09</b>	<b>Callendar Business Park</b> Council ownership extends to 1.048 ha and covers approximately half of the remaining plot within the Business Park.	290674	679155
<b>BUS10</b>	<b>Wester Carmuir</b> Council ownership extends to 0.823 ha and covers the whole site.	285319	285319
<b>BUS11</b>	<b>Falkirk Wheel</b> Council ownership extends to 6.30 ha and covers the eastern part of the site.	285405	680070
<b>IN37</b>	<b>Camelon Cemetery Extension</b> Council ownership extends to 2.63 ha and covers the whole site.	287587	681170
<b>Grangemouth</b>			
<b>MU21</b>	<b>Glensburgh</b> Council ownership extends to 4.435 ha and covers the majority of the site, with the exception of a small area adjacent to the M9 motorway.	291113	681806
<b>BUS14</b>	<b>South Bridge Street</b> Council ownership extends to 2.663 ha and covers the majority of the site, with the exception of two areas on its north eastern boundary.	292261	682216
<b>BUS15</b>	<b>Grangemouth Docks West</b> Council ownership extends to 0.108 ha and comprises two small areas at the dock entrance.	292462	682197
<b>BUS17</b>	<b>Wholeflats Business Park</b> Council ownership extends to 4.19 ha and covers the whole site.	293677	680130
<b>Rural North</b>			
<b>H51</b>	<b>Former Torwood School</b> Council ownership extends to 0.679 ha which covers the whole of the site with the exception of a small triangular area in the northeast corner which is part of the adopted road.	284163	684720



## Appendix 4 - Monitoring Framework

Monitoring of the LDP is essential to check progress towards the plan's strategic objectives. The key monitoring indicators for each strategic objective are set out below, and these will be reported on an annual basis. Monitoring required by the SEA process will be integrated into this annual report, and the indicators which are relevant to SEA are highlighted in the table.

Thriving Communities	STRATEGIC OBJECTIVE	MONITORING INDICATORS	SEA
	Enable continued <b>population and household growth</b> , and the delivery of housing to meet the full range of housing needs.	<ul style="list-style-type: none"> <li>• Population and household numbers by settlement;</li> <li>• Annual housing completions;</li> <li>• 5 year effective land supply programming and capacity;</li> <li>• Delivery of affordable housing.</li> </ul>	• Yes
	Build <b>sustainable attractive communities</b> which are distinctive, safe and pleasant, welcoming, adaptable, resource efficient and easy to move around in.	<ul style="list-style-type: none"> <li>• Delivery of Strategic Growth Areas and other housing sites;</li> <li>• Development frameworks/briefs/masterplans prepared;</li> <li>• Quality of development on the ground against development framework/masterplan/brief objectives.</li> </ul>	• Yes
	Provide <b>infrastructure</b> to meet the needs of an increasing population and further improve the area's <b>connectivity</b> .	<ul style="list-style-type: none"> <li>• Delivery of strategic infrastructure projects;</li> <li>• Levels of developer contributions secured and used;</li> <li>• School rolls/capacity/projections;</li> <li>• Capacity pressures on primary healthcare facilities;</li> <li>• Road accident statistics.</li> </ul>	
Growing Economy	STRATEGIC OBJECTIVE	MONITORING INDICATORS	SEA
	Foster <b>economic growth, investment and inclusion</b> , reinforcing the area as a strategic component of the Scottish economy.	<ul style="list-style-type: none"> <li>• Levels of employment/unemployment;</li> <li>• Employment land supply and take up;</li> <li>• Delivery of Strategic Business Locations and constituent sites;</li> <li>• Development frameworks/briefs/masterplans prepared for strategic sites.</li> </ul>	
	Make our <b>town centres</b> vibrant and viable focal points within our communities.	<ul style="list-style-type: none"> <li>• Delivery of Town Centre opportunities;</li> <li>• Investment in Town Centre improvements;</li> <li>• Town centre vitality/viability indicators (floorspace, vacancies, expenditure leakage/retention, property rental/yields, pedestrian flows etc).</li> </ul>	
	Capitalise on the area's <b>tourism potential</b> and build a strong visitor economy.	<ul style="list-style-type: none"> <li>• Visitor numbers/expenditure;</li> <li>• New tourism infrastructure (e.g. hotels, visitor attractions).</li> </ul>	

## Appendix 4 - Monitoring Framework

Sustainable Place	STRATEGIC OBJECTIVE	MONITORING INDICATORS	SEA
	Support a <b>low carbon, circular economy</b> and build resilience to <b>climate change</b> .	<ul style="list-style-type: none"> <li>• Traffic growth;</li> <li>• Modal share of sustainable travel modes;</li> <li>• Rail/bus patronage;</li> <li>• No of schools covered by school travel plans;</li> <li>• Renewable energy installed capacity (strategic and domestic);</li> <li>• Heat networks/district heating schemes installed;</li> <li>• Accessibility levels of new housing to facilities and public transport;</li> <li>• Number of flooding events;</li> <li>• Investment in flood management/alleviation;</li> <li>• Amount of new development in flood risk areas;</li> <li>• Reduction in pluvial flooding through on site management;</li> <li>• Levels of waste arising/recycling levels;</li> <li>• Landfill capacity.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> </ul>
	Extend and improve <b>the green network</b> and protect the area's natural environment and resources.	<ul style="list-style-type: none"> <li>• Delivery of greenspace projects contributing to green network;</li> <li>• Quantity/quality/accessibility of open space in settlements;</li> <li>• Allotments created;</li> <li>• Number/length of paths maintained/created;</li> <li>• Status/coverage of LBAP priority habitats and species;</li> <li>• Status/coverage of international, national and locally designated nature conservation sites;</li> <li>• Local nature reserves designated;</li> <li>• Incidence of invasive species;</li> <li>• Overall level of vacant and derelict land, and amount brought back into productive use;</li> <li>• Mineral/landfill sites restored;</li> <li>• Operational/consented mineral sites;</li> <li>• Air quality and numbers of AQMAs;</li> <li>• Noise/odour complaints;</li> <li>• Loss of prime agricultural land, carbon-rich soils or rare soils;</li> <li>• Water quality/waterbody status.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> </ul>
	Protect, enhance and promote our <b>historic environment</b> .	<ul style="list-style-type: none"> <li>• Investment in building restoration/public realm improvements in Conservation Areas;</li> <li>• Listed buildings brought back into use/ demolished;</li> <li>• Damage to/loss of archaeological sites through development;</li> <li>• Investment in positive management/promotion of Antonine Wall WHS;</li> <li>• New development impacting on the integrity/setting of the Antonine Wall WHS;</li> <li>• New development impacting on integrity/setting of historic gardens and designed landscapes;</li> <li>• New development impacting on setting of battlefield sites.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> </ul>

## Appendix 5 - Glossary

**Action Programme:** A document which accompanies the Local Development Plan and sets out actions required to deliver the plan's policies and proposals, who is responsible for the actions, and timescales.

**Active Frontages:** A street frontage where properties have a window display that expresses the goods or services on offer, thereby aiding the impression of vitality.

**Affordable Housing:** Defined broadly as housing of a reasonable quality that is affordable to people on modest incomes.

**Air Quality Management Area (AQMA):** An area declared by a local authority where national air quality standards are not being met, or in danger of not being met.

**Allocations:** Areas of land or sites that are identified for development in the Local Development Plan.

**Appropriate Assessment:** An assessment required under the Habitats Directive to determine the effect which a plan or proposal is likely to have on certain European protected nature conservation sites.

**Area of Townscape Value:** A designation which identifies townscapes of historic or architectural interest, which are not designated as Conservation Areas, but still merit recognition.

**Battlefield Sites:** Sites within Historic Environment Scotland's Inventory of Historic Battlefields, a list of nationally important battlefields in Scotland.

**Biodiversity:** The whole variety of life on earth including the ways that plants and animals live together in communities, the range of different species and variations within them.

**Brownfield Site:** Land that has been previously developed or used for some purpose which has ceased. Excludes open space, garden ground, etc.

**Carbon Rich Soil:** Soils, such as peat, which contain high levels of carbon. If disturbed e.g. through development, the release of stored carbon can add significantly to greenhouse gas emissions.

**Conservation Area:** An area designated by the planning authority as being of special architectural or historic interest, the character of which it wishes to protect and enhance, and which should be protected from inappropriate or insensitive development.

**Core Paths Plan:** A plan prepared under the Land Reform (Scotland) Act 2003 which identifies a network of paths to give people reasonable (non-motorised) access throughout their area.

**Countryside:** Land outside of urban/village limits, as defined by the Local Development Plan Proposals Map, within which particular policies on development apply.

**Developer Contributions:** Contributions made by developers to provide, or help provide, new infrastructure or amenities where this is required as a result of development being proposed.

**Development Brief:** A document, normally prepared by the Council, which sets out the likely planning requirements which certain sites allocated for development should address. Sometimes also referred to as a planning brief.

**Effective Housing Land Supply:** This is the part of the established land supply that is expected to be free of constraints in the 5 year period under consideration and will therefore be available for the construction of houses.

**Existing Housing Supply Sites:** Term used in the Local Development Plan to refer to all housing sites which either have planning permission, or have been carried forward from the previous Local Plan.

**Flood Risk Assessment:** An assessment carried out to predict and assess the probability of flooding for a particular site or area and recommend feasible mitigation measures.

**Forth Area River Basin Management Plan:** A plan aimed at maintaining and improving the ecological status of the rivers, lochs, estuaries, coastal waters and groundwaters in the Forth area.

**Geodiversity:** The variety of rocks, minerals, fossils, landforms, sediments and soils, together with the natural processes which form and alter them, and the foundation on which plants, animals and humans live.

**Grangemouth Investment Zone:** Designated a National Development in the National Planning Framework, it comprises business and infrastructure development to support Grangemouth's nationally important role in freight handling, providing energy-related infrastructure and facilitating wider economic activity.

**Green Belt:** Land designated for the purpose of managing the growth or a town or settlement within which there is a long-term presumption against most forms of built development.

**Green Network:** A strategically planned and delivered network of high quality green spaces, wildlife habitats, active travel opportunities and other environmental infrastructure. The Central Scotland Green Network (CSGN) is a National Development in the National Planning Framework and seeks to achieve this over 19 local authority areas.

**Greenfield Site:** Land which has never been previously developed or used for an urban use e.g. agricultural land or land used for recreation.

**Helix:** A green network project aimed at transforming unused land between Falkirk and Grangemouth to create a major visitor attraction, including new parkland, path networks, major public art, a new channel linking the River Forth with the canal network, and a range of community and business opportunities.

**Housing Land Audit:** The annual appraisal of the effective and established housing land supply.

**Indicative Flood Map:** Provides a Scotland wide picture of the areas at risk of flooding from rivers and the sea. Prepared by the Scottish Environment Protection Agency.

## Appendix 5 - Glossary

**Infill Development:** Refers to housing or other development within the curtilage of existing properties or on a gap site between two or more properties.

**Local Development Plan (LDP):** A statutory plan prepared by planning authorities which guides the future use and development of land in an area.

**Local Flood Risk Management Strategies and Plans:** Local Flood Risk Management Strategies coordinate efforts to tackle flooding in Scotland. They set the national direction of future flood risk management, helping to target investment and coordinate actions across public bodies. Local Flood Risk Management Plans turn the strategies into local delivery plans. They provide more detail on how and when the actions from the strategy will be delivered locally, providing additional details on the costs, benefits and delivery timetable for actions.

**Local Landscape Area (LLA):** A designation which identifies locally important areas of scenic character or landscape quality.

**Local Nature Reserve:** Local authorities in conjunction with Scottish Natural Heritage have powers to declare Local Nature Reserves. They normally reflect areas locally important for nature conservation with a high natural heritage interest and afford a particular value for education and informal enjoyment of nature by the public.

**Main Issues Report:** A document prepared as part of the consultation stage of a Local Development Plan which highlights the planning issues facing the area, and identifies the preferred approach to future development, including alternatives.

**Masterplan:** A masterplan is a document, normally prepared by a developer, which explains how a site or a series of sites will be developed.

**National Planning Framework (NPF):** The strategy for the long-term development of Scotland's towns, cities and countryside which includes the identification of key National Developments.

**Natura Sites:** Internationally important nature conservation sites which are designated under European legislation and include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

**Out of Centre:** A location that does not lie within the boundary of a town, district or local centre as defined on the Proposals Map.

**Placemaking:** The art of creating great places which are safe, vibrant, stimulating and welcoming, with a strong sense of identity, through successful planning and development.

**Policy:** A statement that expresses the Council's views on a given topic, and provides standards or criteria against which proposals for development will be judged.

**Prime Agricultural Land:** Land falling into Classes 1, 2 and 3.1 in the Macauley Institute 'Land Capability for Agriculture' classification. It is generally recognised as being the most productive agricultural land.

**Proposal:** A site identified in the Local Development Plan for a specific development e.g. housing, industry/business, infrastructure or green network.

**Proposed Plan:** The stage in Local Development Plan preparation where the Council presents its 'firm' or 'settled' view about the plan strategy and policies.

**Scheduled Monument (SM):** A monument or site of archaeological importance which has been scheduled for protection by Historic Scotland under the terms of the Ancient Monuments and Archaeological Areas Act 1979.

**Scottish Planning Policy (SPP):** The document which sets out the Scottish Government's policy on nationally important land use matters.

**Sequential Approach:** An approach to the selection of sites for retail and leisure development where preference is given to town centre and edge of centre sites, over out-of-centre sites.

**Sites of Importance for Nature Conservation (SINC):** Locally designated areas for nature conservation.

**Sites of Special Scientific Interest (SSSIs):** These are designated by SNH to protect wildlife habitats and areas of geological interest which are of national importance.

**Spatial Strategy:** The part of the Local Development Plan which sets out the scale and location of new development and infrastructure.

**Special Area of Conservation (SAC):** A European designation which protects rare and threatened species and habitats listed in the Habitats Directive.

**Special Protection Area (SPA):** A European designation which protects rare or threatened birds listed in the Birds Directive and migratory birds which are regular visitors, together with their habitats.

**Strategic Outcomes and Local Delivery Plan (SOLD):** A high level strategic document setting out the vision of the Council and its community planning partners for the Falkirk area and the actions required to achieve this.

**Strategic Business Location (SBL):** A general location identified in the Local Development Plan for business growth comprising a number of discrete sites for economic development.

**Strategic Environmental Assessment:** A process whereby the effects of plans, programmes and strategies (such as the Local Development Plan) on the environment are identified, and mitigation to reduce negative environmental effects is outlined. The findings of the process are detailed in the Environmental Report.

**Strategic Growth Area (SGA):** Sites, or groups of sites, which the Local Development Plan identifies as being the main focus for future housing development in the area.

**Supplementary Guidance (SG):** Provides more detail about the interpretation and implementation of certain policies in the LDP. Under the Planning etc. (Scotland) Act 2006, this guidance has a statutory basis and forms part of the Local Development Plan.



## Appendix 5 - Glossary

**Sustainable Urban Drainage Systems (SUDS):** Techniques for dealing with problems of flooding and surface water quality by encouraging rainwater to drain into the soil, or slow-draining channels and ponds, rather than routing surface water run-off through pipes or by other engineered methods.

**Tax Increment Financing (TIF):** An innovative mechanism for funding necessary public sector infrastructure investment. It uses the anticipated increase in business rates income expected as a result of the infrastructure project, to borrow the necessary funding.

**Transport Assessment (TA):** A process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

**Travel Plan:** A package of measures aimed at reducing the number of car journeys, in particular single occupancy trips, to and from a development or residential area. It should encourage the use of sustainable transport and aim to reduce the impact of a development on the surrounding road network.

**Tree Preservation Order (TPO):** A TPO is made by the planning authority to protect trees which have particular amenity value, making a significant contribution to the landscape or townscape.

**Urban/Village Limit:** A boundary on the Proposals Map indicating the desirable limit to the growth of a settlement for the period of the Local Development Plan. The area beyond is designated as countryside.

**Water Framework Directive:** The Water Framework Directive, which came into force in 2000 establishes a new legal framework for the protection, improvement and sustainable use of all water bodies in the environment across Europe.

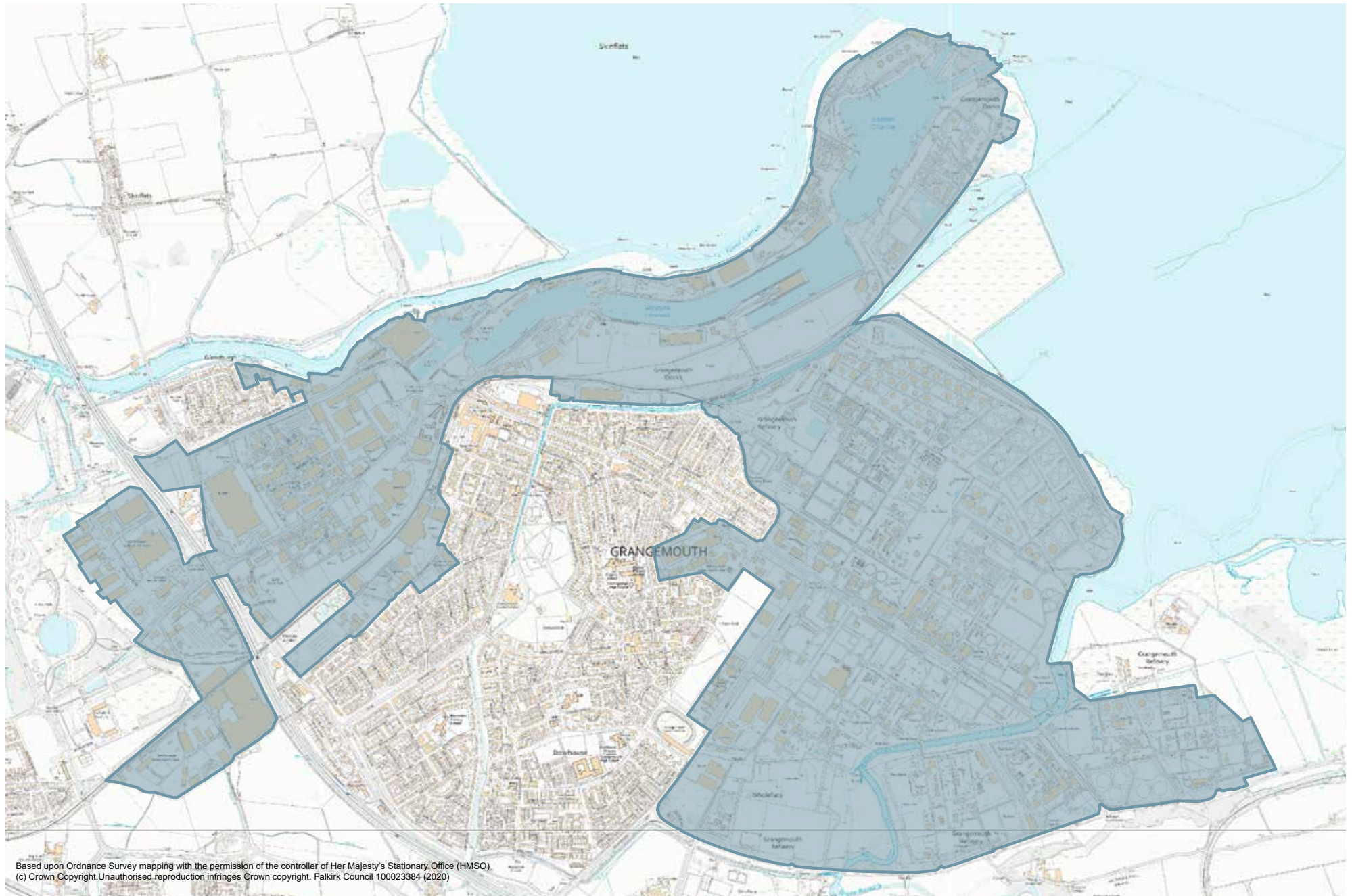
**Wildlife Sites:** Non-statutory local areas of wildlife importance which meet criteria established by the Scottish Wildlife Trust.

**Windfall Housing:** Sites that become available for appropriate housing development which have not been identified in the development plan.

**World Heritage Site:** A site of international cultural or natural heritage importance which is listed by UNESCO as being of outstanding universal value.

**Zero Waste Plan:** A plan which sets out the Scottish Government's vision for a zero waste society. It aims to see 70% of all waste recycled with a maximum of 5% going to landfill by 2025.

## Appendix 6 - Grangemouth Investment Zone



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**FALKIRK**

Local Development Plan**2**

August 2020



**Falkirk Council**