

Local Development Plan²



Main Issues Report

February 2017

Falkirk Council

Consultation on the Main Issues Report

This Main Issues Report is the main focus for public engagement on the Falkirk Local Development Plan 2. It identifies the key development and land use issues facing the area, and sets out the Council's preferred options for tackling these issues, including preferred new sites for future development, as well as reasonable alternatives.

The Council wants to hear your views on the Main Issues Report, before we prepare the actual Proposed Plan. Public consultation on the document will therefore take place from **Friday 10th February 2017 to Friday 5th May 2017**.

The Main Issues Report, and its supporting documents, are available to view on the Council's web site at www.falkirk.gov.uk/ldp2. You can find out more about the Main Issues Report by attending one of the LDP2 roadshow events which will be held around the Council area during the consultation period. Details can be found on the Council's web site.

Comments on the Main Issues Report should be made in writing by Friday 5th May 2017:

- By e-mail to ldp@falkirk.gov.uk
- By post to:
Falkirk Council
Development Services
David's Loan
Falkirk FK2 7YZ
- By using the online consultation form available at www.falkirk.gov.uk/ldp2

If you have any queries you can contact the Development Plan Team at ldp@falkirk.gov.uk or call 01324 504739.



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1. Introduction

Falkirk Local Development Plan - The Need for Review

- 1.01** Development plans are prepared by planning authorities to guide the use and development of land within their areas. They contain policies and proposals which indicate where development should, or should not, take place, and provide guidance on the future provision of housing, business, shopping, transport and infrastructure, and recreation and community facilities. They provide protection to key aspects of the built and natural heritage.
- 1.02** The current development plan covering the Falkirk Council area is the Falkirk Local Development Plan (LDP), which was adopted in July 2015. It sets out a broad vision and strategy for the area over the period 2014-2034, with detailed policies and proposals for the period up to 2024.
- 1.03** Planning authorities are required to replace their LDPs every five years. Although the LDP is only recently adopted, it is largely based on information from 2011. The social, economic and environmental context is constantly changing. Falkirk Council has therefore started the process of reviewing the Falkirk LDP, with a view to adopting the new plan (which we are calling LDP2) by 2020. This Main Issues Report is the first major stage in the preparation of the new plan.
- 1.04** With our current LDP being so recently adopted, LDP2 will not be a completely different plan. It will focus on areas of change, which will be selective rather than wholesale. Large parts of it will continue to be relevant, although the rolling forward of the plan by 5 years, and the emergence of some new issues and challenges is likely to require some adjustment of the strategy.

The Local Development Plan Process

1.05 The intended process for LDP2 is as follows:

MAIN ISSUES REPORT

The Council identifies and consults on the main issues facing the area and its preferred proposals for the future development.

PROPOSED PLAN

The Council sets out its firm view as to the vision and spatial strategy to be followed in the area. Representations are invited.

SUBMISSION TO SCOTTISH MINISTERS

Representations to the proposed plan are considered by the Council and any appropriate modifications made prior to submitting to Scottish Ministers.

EXAMINATION

Unresolved issues raised through objections are considered by an independent reporter who makes recommendations to the Council.

PLAN ADOPTION

The Council adopts the LDP incorporating changes arising from the reporter's recommendations.



The Main Issues Report

- 1.06** This document is the Main Issues Report (MIR) for LDP2. It has been informed by consultation with the public and key stakeholders during 2015/2016, and by various technical studies which provide the evidence base.
- 1.07** The MIR is the main tool for consulting people on the final content of the LDP. It aims to stimulate debate on the future planning of the area, by indicating the Council's preferred approach to future development, including suggested new development sites, but also by setting out other reasonable alternatives.
- 1.08** Chapter 2 discusses some of the general changes which have happened over the last five years which need to be considered in reviewing the LDP. It reflects on the current vision for the area contained in the plan, and whether this vision remains relevant for LDP2.
- 1.09** Chapters 3-5 examine the main issues under the headings of:
- **Place and Environment**
 - **Home and Communities**
 - **Jobs and Economy**
 - **Infrastructure and Resources**
- 1.10** Appendix 1 contains **site schedules and maps**, showing, on a settlement by settlement basis, the details of which sites have been suggested for development, those that are preferred, and those which are not favoured.
- 1.11** Appendix 2 contains a list of the topics on which the Council would intend to prepare **supplementary guidance** to accompany LDP2.

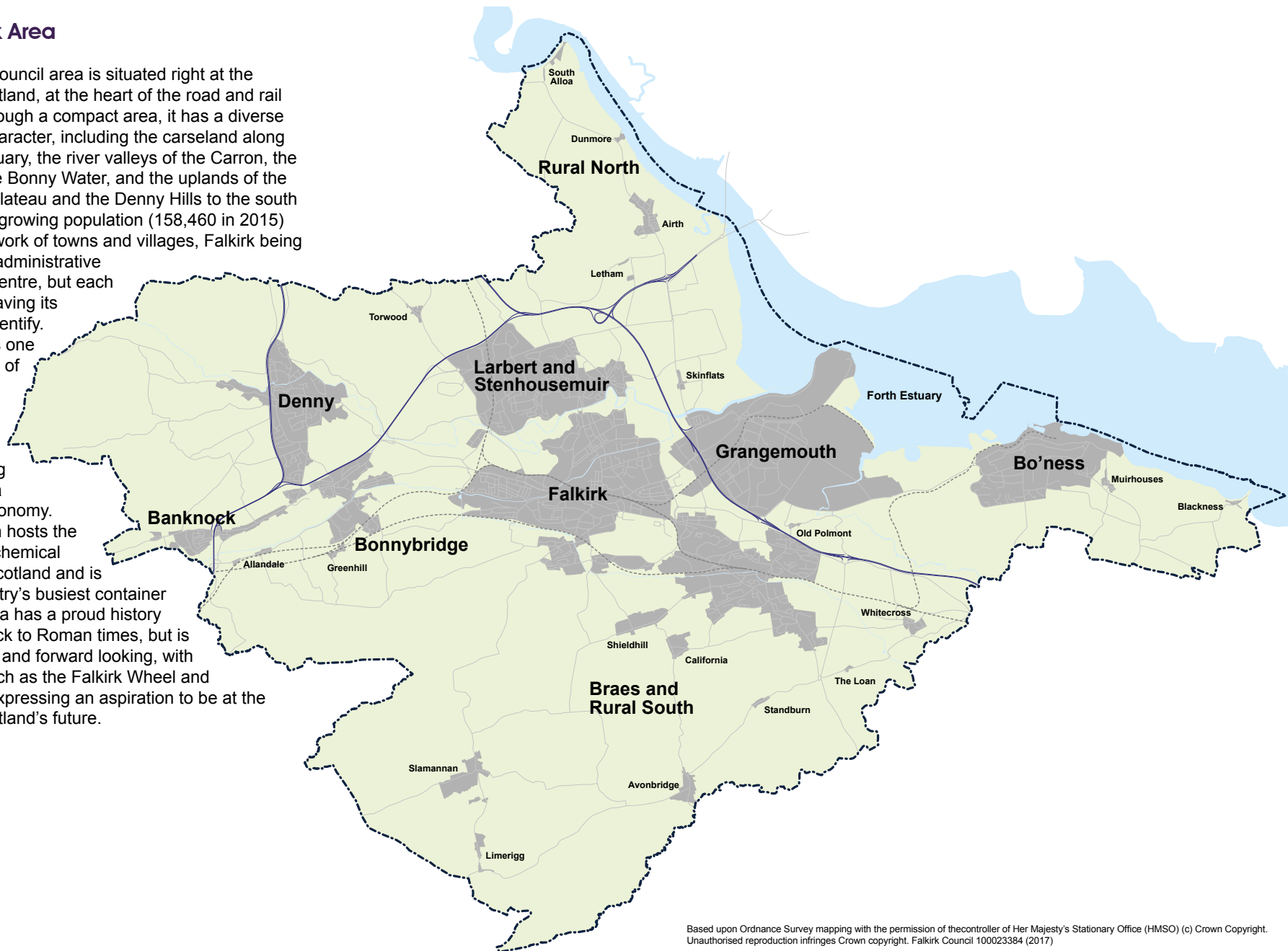
Supporting Information

- 1.12** The MIR is supported by a number of technical reports which have been published alongside it, as follows:
- Technical Report 1: Monitoring Report**
Technical Report 2: Site Assessment
Technical Report 3: Housing and Settlement Growth Options
Technical Report 4: Strategic Constraints
Technical Report 5: Transport Appraisal
Technical Report 6: Employment Land
Technical Report 7: Town Centres and Retailing
Technical Report 8: Green Network
Technical Report 9: Pre-Main Issues Report Consultation
- 1.13** Strategic environmental assessment (SEA) is an integral part of the plan preparation process, which highlights the environmental effects of the preferred policies and proposals, and the alternatives, and considers measures to mitigate those effects. The results of the SEA are contained in the Environmental Report.



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. Its growing population (158,460 in 2015) 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 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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The Last Five Years: 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 green network in and around our towns has seen continued expansion, culminating in the Helix, an example of placemaking which has strengthened the area's identity. The value of our historic environment has been increasingly acknowledged. However, finding the resources to maintain and improve the quality of our towns and villages is becoming ever more challenging. There is also a need to ensure that new development, particularly on our strategic sites, adds to the quality and attractiveness of our area, through proper attention to masterplanning and design.
- 2.03 Population and Housing.** Since 2011, the population of the area has continued to grow. However, the rate of growth has slowed and levels of housebuilding, which declined sharply around the time of the recession, have showed little sign of returning to pre-recession levels. Problems with housing delivery are a national issue, and are evidenced locally in the 'stalling' of a number of our large scale housing regeneration projects. Population growth has been focused on the core area of Larbert/ Stenhousemuir, Falkirk and Polmont/Braes, where most new homes have been built and the housing market has remained relatively strong. Sustained growth in these areas has continued to put pressure on local infrastructure.

2.04 Economy. Recovery from recession has been slow but employment levels have now returned to pre-recession levels. Manufacturing remains a strength, focused on the Grangemouth petrochemical complex which has seen major new investment, as does the logistics sector, as evidenced by ASDA's new distribution centre. However, other sectors such as finance and business services are under-represented. Tourism continues to be a growth sector, given further impetus by the opening of the Helix/Kelpies, and the visitor economy remains an area of great potential. Commuting is on an upward trend, suggesting that many of our in-migrants are choosing our area because of its communication links to the major employment centres in the cities. Meanwhile, many of the LDP's key strategic employment sites remains stalled, reflecting generally low demand for business land and, in some cases, infrastructure issues.

2.05 Town Centres. Falkirk Town Centre has experienced relative decline since 2011, evidenced by increased vacancies and a decline in vitality particularly in the High Street. With the continuing structural changes in the way people shop, there is a need to diversify away from retailing and focus on other ways of creating activity. The retail sector continues to evolve in response to consumer demand, with discount formats becoming popular.

2.06 Infrastructure. There has been progress on the delivery of infrastructure required to support the development strategy of the LDP, most notably through the Council's Tax Increment Finance (TIF) scheme. However, TIF is only applicable to economic development, and the funding of infrastructure needed to enable housing developments remains challenging. Developer contributions are sought, but have the potential to impact on viability and delay sites coming forward. There has been continuing major investment in the school estate, mostly to deal with existing capacity issues.

2.07 Energy and Climate Change. Climate change continues to drive the need to move to a low carbon economy. Wind energy generation has expanded significantly over the last five years, but further development of renewables remains highly dependent on subsidy levels. The potential for heat networks in the area is starting to be investigated. The future exploitation of the area's onshore gas reserves has also been a focus of debate, which has been put on hold pending the Scottish Government's review of unconventional gas extraction.



Policy Context

- 2.08** The policy context of the LDP has changed significantly over the past five years.
- 2.09** National Planning Framework (NPF3) and Scottish Planning Policy (SPP) were comprehensively revised in June 2014, promoting a vision for Scotland as:
- **A successful sustainable place**
 - **A low carbon place**
 - **A natural resilient place**
 - **A connected place**
- 2.10** These national policy documents have considerable influence over the Falkirk LDP. Four of the national developments in NPF3 have direct implications for the Falkirk area: the Grangemouth Investment Zone; the Carbon Capture and Storage Network and Thermal Generation; Freight Handling Capacity on the Forth; and the Central Scotland Green Network. SPP contains policies on a wide range of subjects such as housing, town centres, business, energy and the environment which are of relevance to our area. The provisions of NPF3 and SPP were largely incorporated into LDP1 through modifications made by the Examination Reporter. LDP2 will have to continue to fully reflect these key national documents.
- 2.11** A further significant change is in the area of marine planning which was placed on a statutory footing by the Marine (Scotland) Act 2010. The National Marine Plan was published in 2015, and will be followed in due course by Regional Marine Plans, the Falkirk area being covered by the Forth and Tay Marine Region. The Forth Estuary and its coast is integral to a number of key issues in LDP2, as a major component of the green network and through its relationship with the Grangemouth Investment Zone.

- 2.12** Locally, the Strategic Outcomes and Local Delivery Plan 2016-2020 promotes a vision of the area as 'the place to be'. It identifies priorities and outcomes for the area as an agenda for action for the community planning partnership. The Economic Strategy for Falkirk 2015-2025 has recently been revised, at the forefront of which are the three priorities of growth, investment and inclusion. The LDP's role is to express the spatial dimension of these high level visions. A range of other regional and local strategies and plans must be taken into account by the LDP.



LDP Vision for 2040

- 2.13** The vision set out in LDP1 is based around the themes of thriving communities, a growing economy and a sustainable place. It 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 of the area, through further growth, investment and jobs. It reflects our desire for an environmentally sustainable future, where our assets and resources are carefully managed for generations to come.
- 2.14** Clearly, there are major economic challenges ahead, not least the ever increasing constraints on public finance. The evidence from the last five years suggests that growth and recovery in some sectors will be slower post-recession than previously envisaged. In other sectors, such as tourism and the visitor economy, the prospects for growth are strong. In overall terms, our ambition to build on our strengths and reposition the area as 'the place to be' remains undiminished. Accordingly, the preferred vision for the Falkirk area within LDP2 remains substantially unaltered, as follows:

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

2. Vision

2.15 The objectives underpinning the key themes are illustrated below:

THRIVING COMMUNITIES	GROWING ECONOMY	SUSTAINABLE PLACE
Facilitate continued population and household growth , and the delivery of housing to meet the full range of housing needs	Foster economic growth, investment and inclusion , reinforcing the area as a strategic component of the Scottish economy	Support a low carbon, circular economy and build resilience to climate change
Build sustainable attractive communities which are distinctive, safe and pleasant, welcoming, adaptable, resource efficient, and easy to move around in	Make our town centres vibrant and viable focal points within our communities	Extend and improve the green network and protect the area's natural environment and resources
Provide infrastructure to meet the needs of an increasing population and to further improve the area's connectivity	Capitalise on the area's tourism potential and build a strong visitor economy	To protect, enhance and promote our historic environment

Issue 1: Making Better Places

Key Question: How do we create high quality places that function well?

3.01 Planning is about creating better places. This means directing the right development to the right place, and designing it to a high quality. SPP identifies six qualities of successful places which should underpin all new development:

- **Distinctive**
- **Safe and pleasant**
- **Welcoming**
- **Adaptable**
- **Resource efficient**
- **Easy to move around and beyond**

Policy and Guidance

3.02 There are various tools the Council uses to raise the standard of design in new development, and to embed the above principles in the new places we are building. These are listed in Figure 3.1. Consideration needs to be given to how these tools will be developed through LDP2 to improve our response to design and placemaking issues.

3.03 Preferred Option

Consolidate existing design policies into a single placemaking policy based around the six qualities of successful places. Continue to promote the use of a variety of design tools as indicated in Figure 3.1.

Alternative

Existing design policies could be continued.

How does this differ from LDP1?

The preferred option differs from LDP1 by consolidating existing design policies into a single policy, and relating it more clearly to the six qualities of successful places.

Figure 3.1 Placemaking Tools

National Policy and Guidance	This includes 'Creating Places', SPP and 'Designing Streets' which are built around the six qualities of successful places. These need to be fully reflected in local policy.
Local Design Policies	The design policies in LDP1 have evolved over time and would benefit from consolidation and structuring around the six qualities of successful places. A new placemaking policy will therefore be developed for LDP2.
Topic based Supplementary Guidance	These will continue to play an important role, particularly the Council's Neighbourhood Design guide, which provides a local interpretation of 'Designing Streets', and supplementary guidance on Development in the Countryside, Residential Extensions and Alterations and Shopfronts . These SGs will be updated if required.
Site-Specific Design Guidance	These are in place for many of our current housing and business growth areas, and will continue to be produced as and when required. Development Frameworks will be important for wider areas where development on a series of sites must be co-ordinated. Masterplans will be essential for all allocated sites to demonstrate that design policies are properly addressed and the proposal is not developed in a piecemeal fashion. Briefs may be used where the Council wishes to establish the requirements that must be met on a site, as a basis for preparing a masterplan.
Design Statements	These will continue to be requested in association with planning applications depending on the scale or sensitivity of the site, and at the discretion of the Council.
Place Standard	This is a tool for assessing the quality of a place in partnership with communities and could be used at an early stage where change or development is proposed. Its use could be actively supported by LDP2.



3. Place and Environment

Issue 1: Making Better Places

Communities and Place

- 3.04** Each of our towns and villages has its own distinctive character and identity. Each place has particular assets which need to be safeguarded and enhanced, as well as problems with the way it looks and functions. These can be related to the six qualities of successful places, and can be explored using the Place Standard.
- 3.05** Some place assets are protected by existing LDP policies - listed buildings, conservation areas, areas of townscape value, ancient woodland and core paths. LDP1 also has a general policy highlighting types of area (e.g. town and village centres, the canal corridor) which will be priorities for high quality design and environmental enhancement. However, there is a case for developing 'place statements' for each community which would capture all the aspects of the urban environment which are of value to local people, identify issues which detract from quality, and provide a framework for improvements. Such statements could be a material consideration in the determination of planning applications, help to inform future briefs and masterplans for development sites, and provide ideas for future projects. These would be developed in consultation with local communities.

3.06 Preferred Option

Prepare 'place statements' for each settlement which would be adopted as supplementary guidance.

Alternative

Continue the current approach of promoting placemaking through topic based policies and guidance, and site-specific briefs and masterplans.

How does this differ from LDP1?

The preferred option would differ from LDP1 by introducing new supplementary guidance which would provide community specific placemaking guidance.

Historic Environment

- 3.07** Our historic environment - conservation areas, listed buildings, designed landscapes, and archaeological and battlefield sites - provide us with some of our most distinctive and well-loved places, as well being important economic and tourism assets.
- 3.08** Over the last five years we have continued to implement our Built Heritage Strategy. A management plan and local action plan is in place for the Antonine Wall World Heritage Site, and is being implemented. The programme of character appraisals and management plans for our conservation areas has been completed. Conservation area enhancement programmes have been implemented and the £5.5m Falkirk Town Centre Townscape Heritage Initiative is well advanced.
- 3.09** Formal appraisals of our Areas of Townscape Value remain to be undertaken. Likewise, although a provisional list of non-inventory designed landscapes has been drawn up, more investigation of these potential assets is needed to assess their value and how they can best be protected and managed. The Council continues to monitor the status of buildings at risk. Whilst there are examples of successes, such as the restoration of Larbert House and its associated buildings, other restoration projects have stalled due to the current economic climate.
- 3.10** The Council has commenced a review of the Built Heritage Strategy, and this may contain policies and actions which will feed through into LDP2. In general terms, however, the existing policies on the historic environment are considered robust, and are expected to remain largely unchanged.



Issue 2: Green Network

Key Question: How should we further extend and improve our greenspaces and green infrastructure?

CSGN and Falkirk Greenspace

- 3.11** 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 the development of high quality green networks, making the area a more attractive place to live in, do business and visit; helping to tackle climate change; enhancing biodiversity; and promoting active travel and healthier life styles. NPF3 has highlighted the CSGN priorities as the remediation of derelict land; action in disadvantaged communities; and active travel (walking and cycling). The term 'green network' also embraces the water environment, which is sometimes described as the 'blue network'.
- 3.12** The Council has continued to develop the award-winning Falkirk Greenspace Strategy as the local expression of the Central Scotland Green Network (CSGN). The Strategy was refreshed in 2013, with themes and priorities better aligned to the CSGN, and implementation of a number of projects is ongoing. This includes the Inner Forth Landscape Initiative, a major partnership scheme delivering a wide range of projects to enhance the unique landscape of the upper Firth of Forth. Other recent related strategies include the Council's Open Space Strategy, approved in 2016, and the Falkirk Forestry and Woodland Strategy, adopted in 2015. Community growing is becoming an important theme, with local authorities having been given new responsibilities with respect to allotments by the Community Empowerment (Scotland) Act 2015. Scottish Planning Policy states that plans should encourage opportunities for a range of community growing spaces.

- 3.13** LDP1 mapped the Falkirk Greenspace as a series of components and corridors. These form a broadly defined and multi-functional green network embracing the urban fringe, and key river and habitat corridors extending out to link with adjacent areas (Figure 3.3). These are still considered robust and will be carried into LDP2, although the function of the various components has been reviewed to better reflect the CSGN priorities outlined in NPF3 and the priorities of the Falkirk Greenspace Strategy.
- 3.14** LDP1 also contains a number of green network opportunities, associated with each of the components. These have been reviewed and updated to reflect current strategies, priorities and programmes, and are highlighted in Figures 3.2 and 3.3. Figure 3.2 indicates which key green network priorities are addressed by each of the opportunities. New opportunities flowing from the Falkirk Greenspace Strategy relate to outdoor learning, community growing and the creation of an Antonine Wall Trail. Opportunities arising from the recently reviewed Open Space Strategy relate to masterplanning opportunities at some of our larger parks.
- 3.15** Community growing features prominently in the Falkirk Greenspace Strategy, with a proposal that five priority community growing sites should be developed across the area. Seven opportunities have been identified which could be suitable for different forms of community growing, some of which may be appropriate as sites for new allotments.

3.16 Preferred Option

The CSGN/Falkirk Greenspace will continue to be spatially defined in terms of the components and corridors identified in LDP1. An updated set of specific green network opportunities will be promoted as highlighted in Figures 3.2 and 3.3.

Alternative

A review of the spatial extent of the CSGN/Falkirk Greenspace could have been undertaken focussing only on the NPF3 priorities of derelict land; disadvantaged communities and active travel.

How does this differ from LDP1?

The spatial definition of the CSGN/Falkirk Greenspace remains the same, but the list of green network opportunities is updated.



Issue 2: Green Network

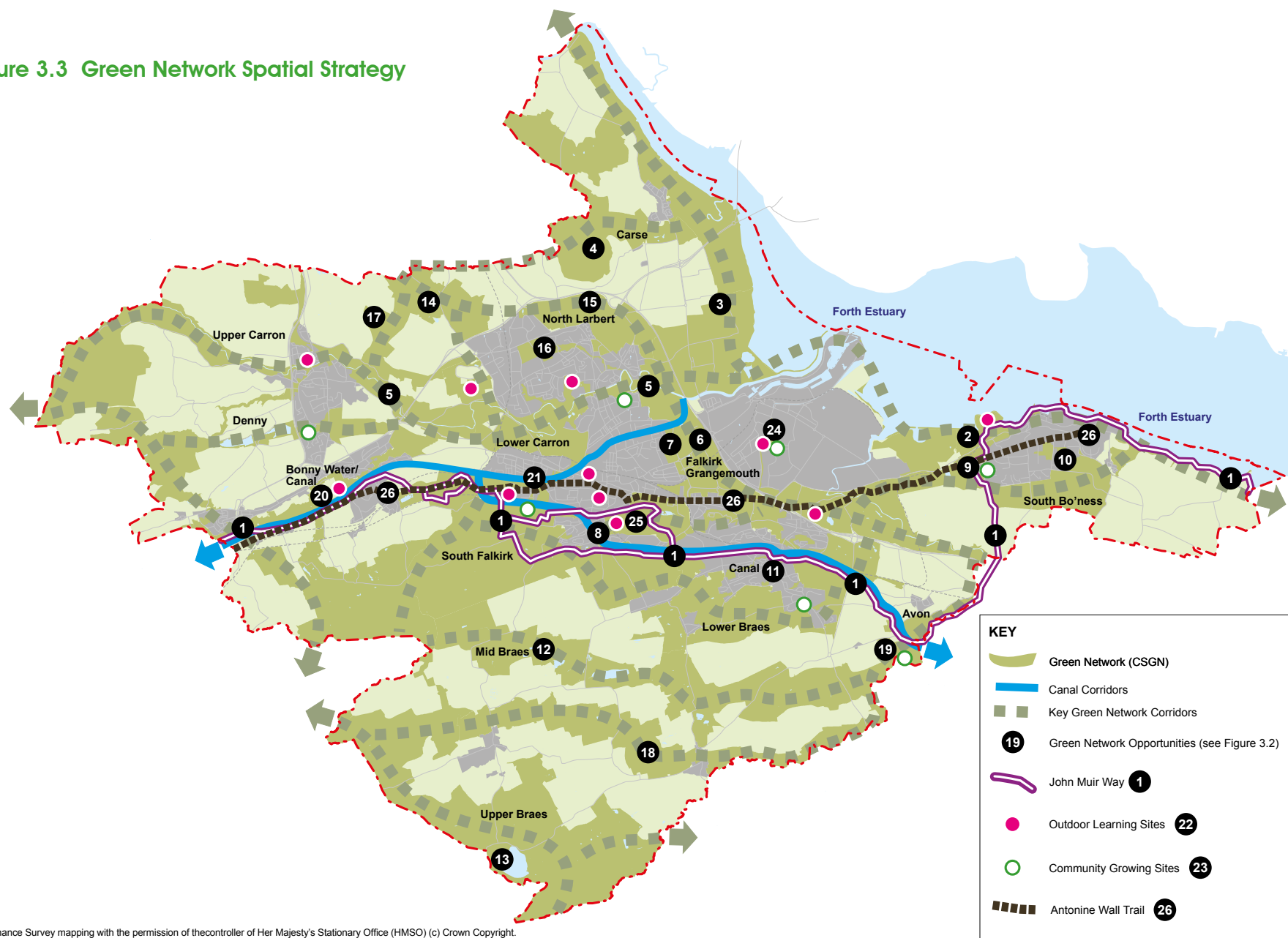
Figure 3.2 Revised Green Network Opportunities

Reference	Opportunity	Key Green Network Priorities					
		Biodiversity	Outdoor Access	Landscape	Climate Change	Placemaking	Serving Disadvantaged Communities
1	John Muir Way						
2	Kinneil Kerse						
3	Bothkennar/Skinflats						
4	Carse Peatland Restoration						
5	River Carron Corridor Improvements						
6	Helix						
7	East Falkirk Open Space Corridor						
8	Lionthorn Policy Bing						
9	Kinneil Estate						
10	Bo'ness Open Space Corridors						
11	Polmont Area Open Space Corridors						
12	Braes Wetland and Peatland Restoration						
13	Black Loch Access						
14	Torwood						
15	Kinnaird/Carron Policies						
16	Larbert Open Space Corridors						
17	Glenbervie to Denny						
18	River Avon Corridor						
19	Muiravonside						
20	Bonnyfield Expansion						
21	Portdownie/Falkirk Canal Corridor						
22	Outdoor Learning Sites*1						
23	Community Growing Sites*2						
24	Zetland Park						
25	Callendar Park and Wood						
26	Antonine Wall Trail						

* 1 Potential outdoor learning sites at Dollar Park; Falkirk Community Hospital; Summerford; Bonnyfield LNR; Gala Park; Carron Dams LNR; Forth Valley Royal Hospital Woodland; Kinneil Foreshore LNR; Polmont Woods; Callendar Park and Woods; Zetland Park.

* 2 Potential community growing sites at Kinneil Walled Garden; Bantaskine Park Extension; Coo Park, Langlees; Myohtill, Denny; California Road Playing Fields, Maddiston; Zetland Park, Grangemouth; Muiravonside.

Figure 3.3 Green Network Spatial Strategy



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Issue 2: Green Network

Green Infrastructure and New Development

- 3.17** Green infrastructure refers to the components which help to build green networks and which are essential to quality of life, environmental performance and climate resilience. It comprises features such as open space, woodland, habitats, active travel networks and sustainable drainage systems.
- 3.18** Green infrastructure is as essential a part of new development as traditional infrastructure such as roads, schools and community facilities. New development, particularly our strategic growth areas and strategic business locations, provides major opportunities to extend the green network through the provision of these facilities.
- 3.19** At present, the Council provides general guidance on green infrastructure through various policies and supplementary guidance. There is a case for consolidating such guidance into a single supplementary guidance note, which will provide developers with a more integrated context for considering green infrastructure opportunities associated with their sites, and guidance on incorporating provision into masterplans and development frameworks. It will also clarify where developer contributions to wider green infrastructure will be sought.

3.20 Preferred Option

Prepare consolidated supplementary guidance on incorporating green infrastructure into new development.

Alternative

Continue to provide separate guidance on the different types of green infrastructure.

How does this differ from LDP1?

Currently, supplementary guidance on green infrastructure is fragmented. The proposed approach would bring it together in a single document.

Open Space

- 3.21** Access to quality open space is a key aspect of community infrastructure. The Council's recently reviewed Open Space Strategy has demonstrated that the overall quantity of open space is good in the majority of our towns and villages, but that there are issues of quality, accessibility and long-term financial sustainability. The Strategy sets out new policies and standards for open space. Where appropriate, changes to standards will have to be reflected in the LDP's open space policies and associated supplementary guidance. There are also detailed strategies and action plans for each of the settlement areas. Most individual open space projects will not be detailed within LDP2, due to their number and relatively small scale, although some of the larger park masterplanning projects are included as green network opportunities in Figure 3.2. The Open Space Strategy will nonetheless be cross referenced within the plan as a key strategy document.
- 3.22** The Council's overall approach to open space in new residential development is that all sites of greater than three units should contribute to open space and play provision. Thresholds and contribution rates will be reviewed as part of the general review of developer contributions discussed under Issue 9: Infrastructure. However, the general policy of requiring all developments over a certain size to contribute to open space in proportion to their scale is not proposed to be changed. This is justified on the basis that increasing the population of an area places additional demands on open space and that new development should contribute towards meeting this demand.

- 3.23** At present, development involving the loss of open space is only permitted in certain circumstances, and, where loss is permitted, financial compensation is sought. At present, the value of the open space to be lost is not factored into the calculation of the amount of compensation. Therefore, we will review our policy and supplementary guidance with the aim of achieving a level of compensation which is better related to the level of impact of the loss.

3.24 Preferred Option

1. Amend open space policies and supplementary guidance to reflect revised open space standards and other changes to the Open Space Strategy.
2. Review the policy and guidance on compensation payments for the loss of open space to achieve a more proportionate approach.

Alternative

Change the policy on developer contributions so that the scale of contributions is dependent on the quality and accessibility of local open space, rather than being purely related to the scale of the residential development.

How does this differ from LDP1?

The preferred option proposes revisions to open space policy and supplementary guidance to reflect changes to the Open Space Strategy and to achieve a more proportionate approach to compensation payments for loss of open space.

Issue 2: Green Network

Forestry and Woodland

3.25 The Falkirk Forestry and Woodland Strategy was adopted by the Council in 2015 as a guide to long term woodland management and expansion in the area. It aims to support the delivery of 850 hectares of new woodland between 2015 and 2055, which requires a significant increase in the current rate of woodland planting. It identifies opportunities and constraints for new planting, and is effectively the successor to the indicative forestry strategy which was a part of previous Structure Plans for the area.

3.26 LDP1 already provides policy support for the protection and management of existing trees, woodland and hedgerows. LDP2 provides the opportunity to embed the Forestry and Woodland Strategy in the development plan and provide planning policy support for the Strategy's aims.

3.27 Preferred Option

Continue the existing policy on trees, woodland and hedgerows, but with appropriate reference to the Falkirk Forestry and Woodland Strategy as key guidance on future woodland management and expansion in the area.

Alternative

Maintain the existing policy on trees, woodland and hedgerows, with no reference to the Falkirk Forestry and Woodland Strategy.

How does this differ from LDP1?

The preferred option augments the existing LDP1 policy by including reference to the Falkirk Forestry and Woodland Strategy.

Protected Habitats

3.28 Whilst the green network emphasises the need to promote habitat enhancement and connectivity at a landscape scale across the Council area, there is a continuing need to offer particular protection to specific sites and species.

3.29 The Falkirk area has a number of locally, nationally and internationally designated sites for nature conservation, including 4 international designations; 10 nationally designated Sites of Special Scientific Interest; 3 Local Nature Reserves; and a system of non-statutory local sites comprising 62 Wildlife Sites and 24 Sites of Importance for Nature Conservation (SINCs). LDP1 contains a policy offering an appropriate level of protection to each type of site in the hierarchy. This remains appropriate and will be carried through into LDP2.

3.30 Whilst national and international sites are designated by SNH, and have statutory protection in their own right, local sites (including SINC, Wildlife Sites and Geodiversity Sites) are identified by the Council, and are given status by inclusion in the development plan. Supplementary guidance has been produced which provides information on the importance of these local sites and sets out the criteria against which a future review of these sites will be conducted. It is intended that such a review will be carried out through the LDP2 process.

3.31 Preferred Option

Review and update the list of locally designated sites (Wildlife Sites, Sites of Importance for Nature Conservation and Geodiversity Sites) through the LDP2 preparation process based on criteria already established in supplementary guidance.

Alternative

Review locally designated sites through the preparation of supplementary guidance, rather than the LDP itself.

How does this differ from LDP1?

LDP1 did not involve a comprehensive review of locally designated sites.



Issue 2: Green Network

Landscape

- 3.32** The Falkirk area does not have any nationally important landscapes, but landscape quality is nonetheless important to the setting of settlements, and to the area's image and identity. The current approach to landscape protection is based on a general policy requiring landscape and visual assessment for significant proposals, with Special Landscape Areas (SLA) designated to protect locally important landscapes in the Denny Hills, the Slamannan Plateau/Avon Valley and South Bo'ness.
- 3.33** Landscape character assessments covering the area were reviewed as part of landscape capacity work carried out in 2012 to inform guidance on wind energy developments. This redefined the landscape character units in the area. Supplementary guidance on landscape character assessment and landscape designations was then produced in association with LDP1. This has provided comprehensive information on the forces for change, sensitivities and future guidelines for development in each of the landscape character areas. It has also provided statements of importance for each of the SLAs, and guidance on designed landscapes, including a provisional list of 'non-inventory' designed landscapes. This supplementary guidance will be carried forward under LDP2, and revised as required. Further information on 'non-inventory' designed landscapes would be beneficial as part of this process.



Land and Soil

- 3.34** Prime quality agricultural land is a finite national resource and occupies about 17% of the Council area focussed in two distinct areas: in the western part of the area between Larbert, Bonnybridge and Denny; and in the eastern part of the area to the east of the Braes villages and to the south of Bo'ness. LDP1 provides policy protection for prime quality agricultural land and this will be carried forward into LDP2.
- 3.35** The disturbance of carbon rich soils may lead to the release of stored carbon, contributing to greenhouse gas emissions. Carbon rich soils also help to slow the progress of rainwater from the upper catchment into burns and rivers and on towards the Forth Estuary and in that respect perform an important flood attenuation function. Carbon rich soils occur mainly in the Upper Braes and the Slamannan Plateau. There are also some rare soil types including podzols, humus iron podzols and saltings of potential national interest within the Council area. LDP1 provides policy protection for carbon rich and rare soils and this will be carried forward into LDP2.



The Water Environment

- 3.36** The water environment of the Council area represents a valuable ecological and recreational resource. Preventing the deterioration of aquatic ecosystems and, where possible, restoring damaged surface waters and groundwaters to 'good' status are key objectives of the Scotland and Forth Area River Basin Management Plans. This will also have positive effects on Groundwater Dependent Terrestrial Ecosystems (GWDTE). LDP1 contains a policy framework which promotes the water environment as a recreational resource; presumes against development which would cause a deterioration of aquatic ecosystems and encourages developers to explore opportunities to improve the ecological status of the water environment in association with new development. This policy framework will be carried forward into LDP2.
- 3.37** The Forth & Clyde and Union Canals are particular water environment assets which have special ecological, historic, landscape and recreational value. The regeneration of the canal corridor remains a priority for the Council and the current policy on canals in LDP1 which seeks to safeguard the canal environment whilst promoting sustainable development, will be continued.



Issue 3: Housing Targets and Requirements

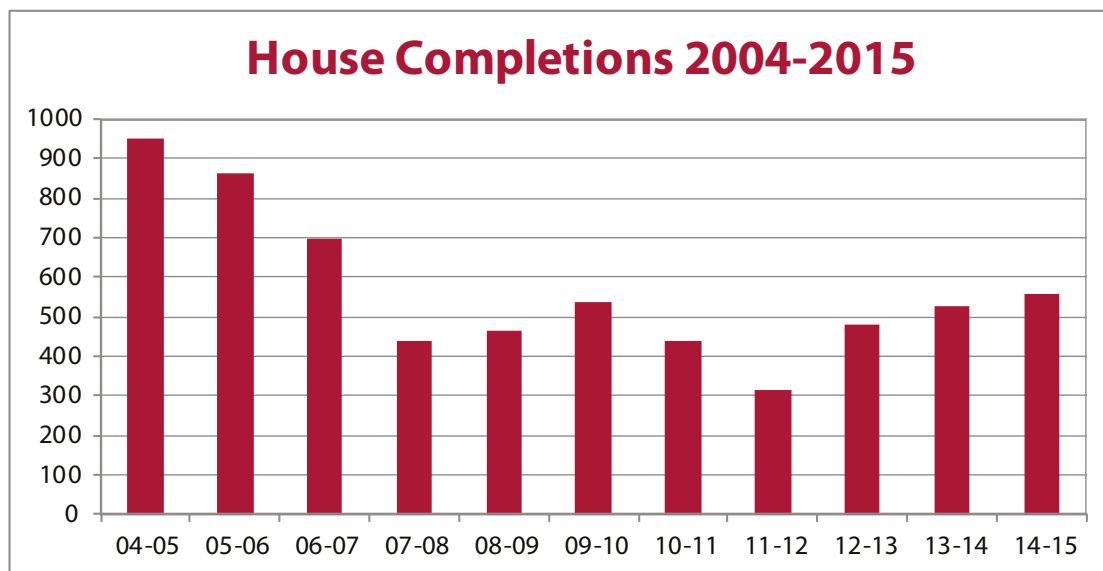
Key Question: How many homes should we plan to build?

- 4.01** The population of the area has been increasing over the past 20 years, and now stands at 158,460 (2015 estimate), the highest it has ever been. Further growth is projected over the period of the plan, although at a slower rate than of recent times. It is estimated that by 2037 the population will have reached 173,130. The number of households is projected to increase by 10,979 between 2012 and 2037.
- 4.02** There is a need to build more new homes, and it is a key role of the LDP to set the number of homes to be built over the plan period (the housing supply target). This target is based on the Council's Housing Needs and Demand Assessment (HNDA), but also takes account of a broad range of factors. Infrastructure and environmental capacity are prime considerations, as is the broader economy and the state of the housing market.

- 4.03** The annual level of house completions in the area over recent years is shown in Figure 4.1. Prior to the recession, annual completions were approaching 1,000 homes, but this fell back to around 400 in 2007/2008, and has only recovered slowly, with the rate averaging less than 500 over the last five years, which is well short of LDP1's current annual target of 675 homes per year.

- 4.04** Based on the HNDA's estimate of housing need, the Council considers that a housing supply target of 9,600 over the plan period 2020-2040 should be set. Assuming an even rate of development, this would give a target of 4,800 for the initial 10 year period, and an annual target of **480 homes per year**, which is around what is being achieved at present. This is a reduction from LDP1, reflecting lower household projections and the general slowdown in household formation over the last eight years. It is likely to be a more sustainable figure over the long term, bearing in mind strategic transport and education constraints facing the area, environmental constraints, and market conditions. This still represents a very substantial level of new housing for the area. The housing supply target is split between market and affordable sectors, as indicated in Figure 4.2.

Figure 4.1 House Completions in Falkirk Council Area 2004-2015



Issue 3: Housing Targets and Requirements

4.05 SPP emphasises the importance of providing a generous supply of housing land, and requires that a flexibility allowance of 10-20% be added to the housing supply target, to give the housing land requirement. This flexibility is intended to cover uncertainty in the delivery timescales for sites, and to allow the housing supply target to be met, even if there are delays in some sites coming forward, or sites are built out at a slower rate than anticipated. Flexibility needs to be set at a level reflecting the nature of the land supply, and the level of uncertainty attached to allocated sites.

4.06 At this stage a moderate level of flexibility of 15% is considered appropriate given the degree of uncertainty over the timescale for delivery of some of the larger sites in the land supply. The resultant housing land requirement is set out in Figure 4.2.

4.07 Preferred Option

The target will be to build 9,600 homes over the period 2020-2040, with 4,800 over the initial period of 2020-2030, at an average rate of 480 homes per year. A flexibility allowance of 15% would be applied, giving a requirement to identify land for 5,520 homes deliverable between 2020-2030 (see Figure 4.2).

Alternatives

1. A more generous level of flexibility could be provided, giving a greater housing land requirement. For example, choosing a level of 20% would increase the requirement by 240 homes.
2. A less generous level of flexibility could be provided, giving a lower housing land requirement. Choosing a level of 10% would reduce the requirement by 240 homes.

How does this differ from LDP1?

The preferred housing supply target is less than the 675 houses per year in the current LDP1. The current level of flexibility in LDP1 is 17%.

Figure 4.2 Housing Supply Target and Housing Land Requirement

	Housing Supply Target (HST)		Housing Land Requirement (HLR = HST + 15%)	
	2020 - 2040	2020 - 2030	2020 - 2040	2020 - 2030
Market	5,500	2,750		
Affordable	4,100	2,050		
Total	9,600	4,800	11,040	5,520



Issue 3: Housing Targets and Requirements

Affordable and Special Needs Housing

- 4.08** Affordable housing is housing of a reasonable quality that is affordable to people on modest incomes. Affordability has been an issue in the area since the rise in house prices in the early 2000s, and there has been a significant building programme of affordable housing to rent by the Council and housing associations over recent years, averaging over 100 homes per year.
- 4.09** Of the overall annual target of 480 homes, the affordable housing element has been assessed as 205 a year during the LDP period. This will be delivered through new build, but also by better use of existing stock, buy backs of ex-Council stock, or by social landlords purchasing existing private stock.
- 4.10** LDP1 has an affordable housing policy which requires private housing sites of over 20 units to provide a proportion as affordable and special needs housing. The proportion is 25% in more pressured parts of the area, and 15% in other parts. However, relatively few units have so far been delivered through this mechanism due to the general downturn in the market. Nonetheless, given ongoing levels of housing need, it is intended to continue this policy into LDP2.
- 4.11** The HNDA also examines a range of specific housing needs, including those generated by the area's increasing elderly population. Some of this need can be met through adapting existing properties, and the market will also need to respond in terms of appropriately designed and located new build, which can be accommodated on general allocated sites. The current supportive policy on residential care homes will be continued into LDP2. SPP also requires the needs of gypsy/travellers to be considered. The HNDA concludes that there is no need for additional site provision. Nonetheless, the LDP1 has a policy setting out criteria for considering further privately owned gypsy/traveller sites, and this will be carried through into LDP2.

4.12 Preferred Option

Affordable housing need is assessed as 205 homes per year. The current policy of requiring private housing sites of over 20 units to contribute to affordable and special needs housing, based on a two tier quota system, would be continued. The quota for Larbert/Stenhousemuir, Rural North, and Braes and Rural South will be 25%; elsewhere it will be 15%.

Alternative

The affordable housing policy could be relaxed, either by raising the threshold above which it is applied, or by removing the requirement to contribute to affordable housing in communities where there is less of an affordability issue.

How does this differ from LDP1?

The new target for affordable homes is slightly less than the previous target of 233. The preferred affordable housing policy would be the same as LDP1. The suggested alternative would reduce the requirement on private housing sites to contribute to meeting affordable housing need.



Issue 4: Existing Housing Land Supply and 'Stalled Sites'

Key Question: How many homes will our existing housing land supply deliver?

- 4.13** The existing housing strategy within LDP1 identifies a significant amount of land for new housing, most of which is focused on 12 Strategic Growth Areas. Much of this land will be developed post 2020 and so will carry over into the new plan. The expectation will be that the housing strategy will be adjusted rather than radically altered for LDP2.
- 4.14** However, a number of sites allocated in LDP1, including some of the Strategic Growth Areas and key regeneration sites, have 'stalled' due to a variety of factors including infrastructure constraints, high development costs, low demand and continuing adverse market conditions, or delays in developers or landowners bringing them forward.
- 4.15** As part of the recent Housing Land Audit, these stalled sites have been reappraised to check whether they are still capable of yielding new homes in the next plan period. Figure 4.3 identifies the main stalled sites and the preferred approach to each. With some sites de-allocated and others reprogrammed, it is estimated that the existing housing land supply can deliver some 4,025 homes during the initial plan period of 2020-2030.

4.16 Preferred Option

De-allocate the Strategic Growth Area at Slamannan, sites at East Bonnybridge and Kilsyth Road, Haggs, and selected sites in the Rural South villages, as indicated in Figure 4.3.

Alternative

Other sites which are not currently progressing and have high development costs, e.g. Portdownie, Whitecross and Bo'ness Foreshore, could be de-allocated, based on a more pessimistic view of their long term viability.

How does this differ from LDP1?

The preferred option involves the de-allocation of certain sites in LDP1, thereby amending the spatial strategy. The alternative would see further de-allocation and divergence from the LDP1 strategy.

Figure 4.3 Stalled Sites

Site	LDP1 Ref.	Assessment	Preferred Option
Bo'ness Foreshore	M01	Strategic Growth Area. Concept of waterfront development remains attractive, but high development costs and market conditions render development unlikely in the short to medium term.	Retain as a mixed use site, but do not assume any homes delivered in the plan period.
Drum Farm, Bo'ness	H01/M02	Part of Bo'ness South East Strategic Growth Area. Drum North in particular has stalled. Development costs are relatively high, but site remains attractive and likely to attract interest.	Retain as housing site and reprogramme.
Banknock	M03/H07	Strategic Growth Area. Banknock North is being actively progressed by developer and now has planning permission in principle. Banknock South is not currently being progressed but remains a marketable and deliverable site.	Retain as housing site and reprogramme.
Dennyloanhead	H08	Strategic Growth Area. Being actively progressed by developer.	Retain as housing site and reprogramme.
East Bonnybridge	M15	Green belt release in LDP1. This large site is heavily constrained by high pressure gas pipelines which would require to be diverted to allow development, the cost of which is likely to be prohibitive.	De-allocate as mixed use site and exclude from urban limit. Reinstate as green belt.
Kilsyth Road, Haggs	H10	Landowner no longer wishes to develop the site.	De-allocate as housing site and exclude from urban limit.
Broad Street, Denny	M05	Part of Denny South East Strategic Growth Area. Developer has withdrawn interest. Site remains a marketable and deliverable site although may have to be reduced in size to take account of flood risk.	Retain as mixed use site but reduce scale and reprogramme.
Former Denny High School	H14	Part of Denny South East Strategic Growth Area. In Council ownership. Remains a marketable and deliverable site.	Retain as housing site and reprogramme.
Portdownie, Falkirk	M06	Part of Falkirk Canal Corridor Strategic Growth Area. Not currently being actively progressed by Falkirk Council/Scottish Canals. High development costs, but development of site remains integral to canal regeneration strategy, and can be delivered in the longer term.	Retain as mixed use site but do not assume any homes delivered in the plan period.
Whitecross	M14	Strategic Growth Area. Developer went into administration in 2014. High infrastructure costs and land agreements to deliver strategic access are significant constraints. New masterplan required. Site requires regeneration and new settlement proposal remains potentially deliverable in the longer term.	Retain as mixed use new settlement and reprogramme.
Hillend Farm, Slamannan	H70	Strategic Growth Area. Low market demand in the Braes villages makes it unlikely that development of this scale would ever be viable in this location.	De-allocate most of the housing site and exclude from urban limit. Retain a smaller opportunity on the east side adjacent to Main Street.
Rural South Villages	Various	Low market demand in the Rural South villages has resulted in little developer interest in sites.	Retain only selected housing sites and de-allocate remainder (see Site Schedules for details).

Issue 5: Sustainable Community Growth

Key Question: Where should new homes be located?

4.17 The existing strategy for housing distributes growth across the Council area, mostly within the 12 Strategic Growth Areas (SGAs), which include a mixture of brownfield regeneration sites and greenfield settlement extensions. Under Issue 4, it is suggested that the Slamannan Strategic Growth Area be de-allocated as it is unlikely that it will be delivered even in the longer term. In addition, the Overton/Redding Strategic Growth Area will be completed before 2020. The following Strategic Growth Areas would therefore be carried through into LDP2:

- Bo'ness Foreshore
- Bo'ness South East
- Banknock
- Dennyloanhead
- Denny South East
- Falkirk Canal Corridor
- Falkirk North
- Larbert North
- Maddiston East
- Whitecross

4.18 With a housing land requirement of 5,520, and an existing supply of 4,025, this means that further land for some 1,495 additional homes needs to be identified for the period 2020-2030. In considering options, Scottish Planning Policy emphasises the need to direct the right development to the right place. The aim is to create attractive new places which integrate well with existing communities, taking account of the following factors:

- Maximising the use of brownfield land before greenfield sites where possible;
- Supporting the regeneration of communities;
- Infrastructure capacity and availability;
- Environmental factors, including the setting and identity of existing towns and villages;
- Accessibility of sites, especially by sustainable means of transport; and
- Marketability and deliverability of sites.

4.19 Infrastructure capacity is a major issue in the area, with transport and education facilities particularly under pressure from sustained growth over the last 20 years. Major infrastructure upgrades are needed to deliver the growth planned through LDP1, and further investment may well be required to support further housing. The aim is to utilise spare capacity where possible.

4.20 The Council has invited landowners and developers to submit sites which they wish to be considered for inclusion in LDP2 (the 'Call for Sites'). In addition, an Urban Capacity Study has been undertaken to assess the potential for sites within the urban area to accommodate residential development. All sites have been subject to assessment against a range of environmental and infrastructure criteria.

4.21 The 'Call for Sites' submissions propose some sites for housing which are currently public open space. The Open Space Strategy indicates that there is a very generous amount of open space generally across the area, and that some open space may be surplus to requirements, and could be used for housing. However, decisions about which sites should be released for development need to be made on a comprehensive basis, considering all open spaces in an area, not just the few which have come through the 'Call for Sites' process. Consequently, no view has been taken on these sites, pending this more comprehensive exercise.



Issue 5: Sustainable Community Growth

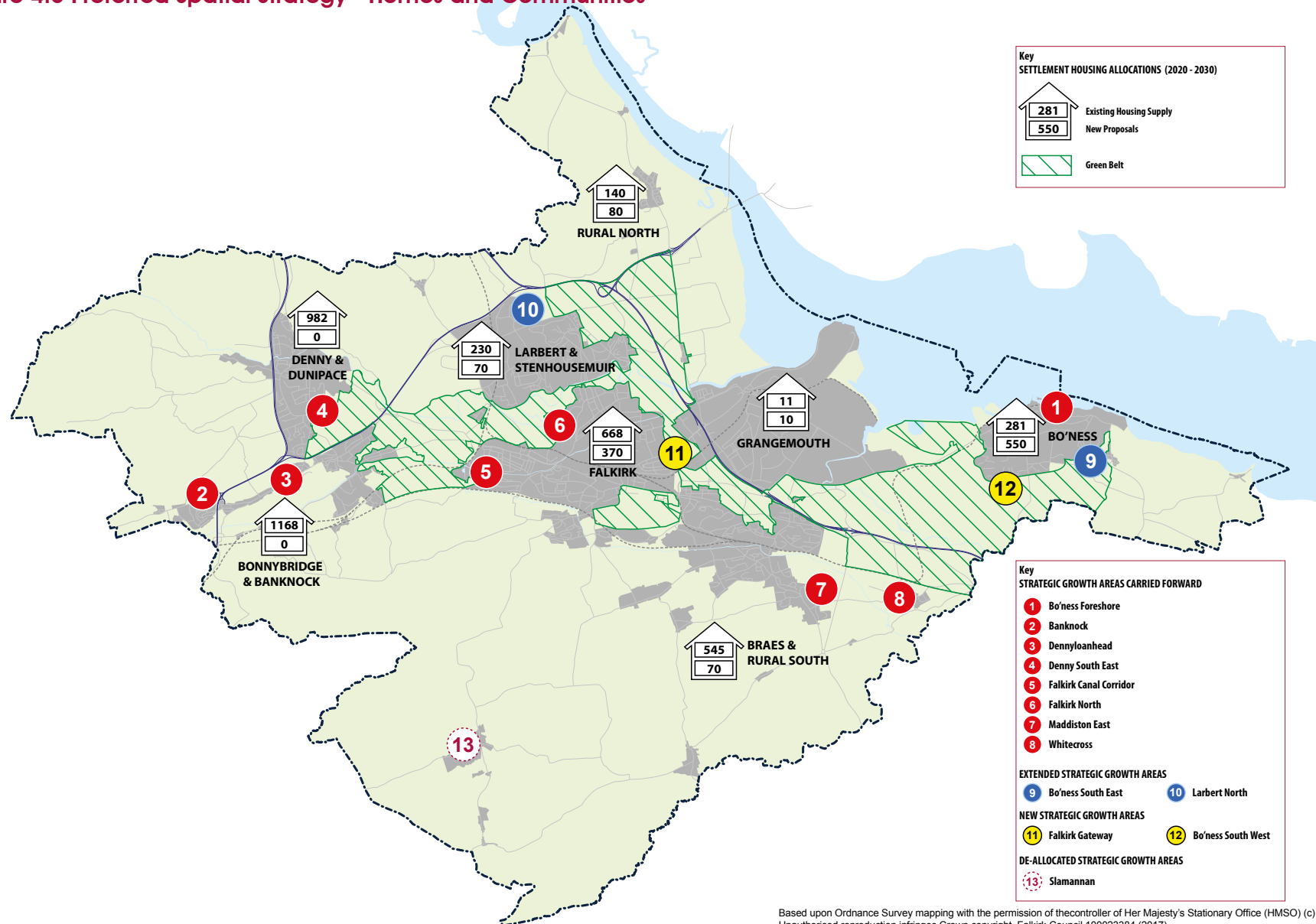
Preferred Strategy Overview

4.22 The housing choices for each settlement area are outlined on the following pages, and the scale of housing proposed in the various settlements to meet the housing land requirement is shown in Figures 4.4 and 4.5. In overall terms, two preferred new Strategic Growth Areas have been identified at the Falkirk Gateway and Bo'ness South West, replacing the de-allocated growth area at Slamannan. In addition, there are preferred options to increase the housing content within the Larbert North and Bo'ness South East Strategic Growth Areas. Additional preferred allocations are identified for Falkirk, Maddiston and Skinflats.

Figure 4.4 Proposed Distribution of Housing Allocations by Settlement Area

Settlement Area	2020 - 2030			2030 - 2040
	Existing Housing Supply	Additional Housing	Total	Growth Potential
Bo'ness	281	550	831	Medium
Bonnybridge & Banknock	1,168	0	1,168	Medium
Braes & Rural South	545	70	615	High
Denny & Dunipace	982	0	982	Medium
Falkirk	668	370	1,038	Medium
Grangemouth	11	10	21	Low
Larbert & Stenhousemuir	230	70	300	Low
Rural North	140	80	220	Low
Windfall Allowance (50 per annum)		500	500	
Total	4,025	1,650	5,675	
Housing Land Requirement (including 15% flexibility)			5,520	5,520

Figure 4.5 Preferred Spatial Strategy - Homes and Communities



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Bo'ness

4.23 The population of Bo'ness has declined slightly over the last five years, reflecting a low recent rate of housebuilding. Infrastructure in the town is generally under less pressure than in some other parts of the Council area. Plans for a Strategic Growth Area at Bo'ness Foreshore have stalled and although this development would bring regeneration benefits to the town, it is unlikely to be realistic in the short to medium term. Nonetheless, it is proposed to be retained as a long term aspiration.

4.24 The other current Strategic Growth Area is Bo'ness South East, which includes the unfinished Drum Farm development and the ongoing development at Kinglass. The completion of the Drum development should be a priority. Drum South is currently a mixed business/residential site but, given lack of business demand, there is the potential to increase the proportion of the site given over to housing (an additional 100 houses), with a reduced business element refocused on a neighbourhood centre providing services for the Drum community.

4.25 Given the relative lack of infrastructure constraints in the town, Bo'ness presents an opportunity for additional housing growth to help meet housing requirements in the wider Council area. Assessment of growth options around the edge of the town suggests that a large scale green belt release south of Crawfield Road, capable of accommodating about 450 new homes, provides the best long term option for a new Strategic Growth Area. This would require a masterplan to ensure a high quality, phased development, incorporating a robust landscape framework, and upgrading of local community infrastructure as required, in consultation with the local community. The site presents a particular opportunity to expand the green network in the South Bo'ness area, with new woodland, habitat and paths, which would be secured through the masterplan.

4.26 Preferred Option

Promote a new Strategic Growth Area through release of green belt at Crawfield Road (site 102). Continue to focus on delivering the Bo'ness South East Strategic Growth Area (sites 1, 2, 3, 64) including increased housing content within Drum South (site 64) and a neighbourhood centre to serve the wider Drum development. Retain the Bo'ness Foreshore Strategic Growth Area (sites 63 and 198) as a long term aspiration.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
281	550	Medium

Alternatives

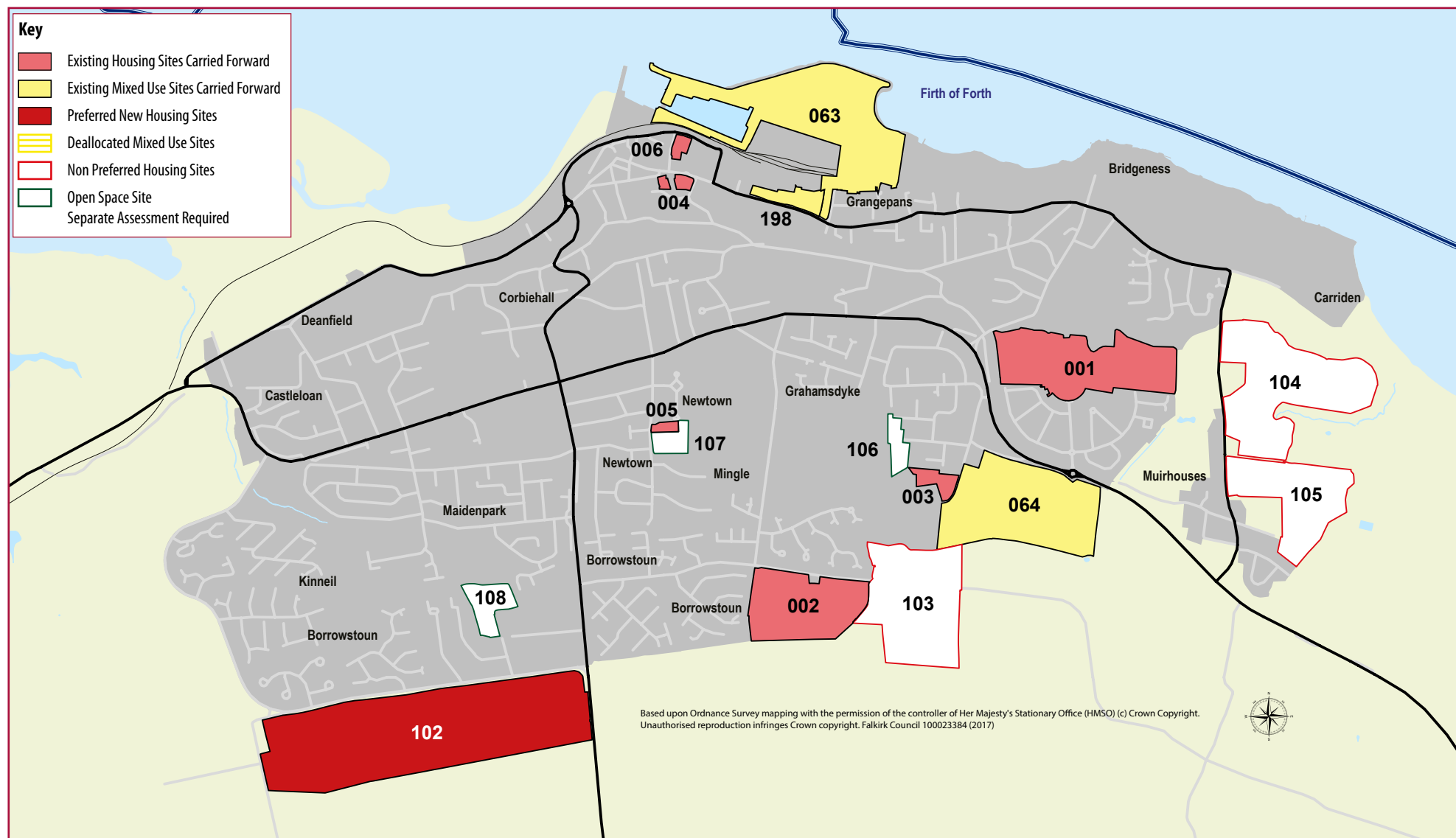
1. Extend the Bo'ness South East Strategic Growth Area to include land at North Bank Farm (site 103), involving green belt release.
2. New Strategic Growth Area to the east of the town at Carriden/Muirhouses (sites 104,105).
3. Consolidation, focusing on the delivery of the existing Bo'ness South East Strategic Growth Area, with no new allocations.

How does this differ from LDP1?

The preferred option differs from LDP1 in that it promotes a new Strategic Growth Area at Crawfield Road. It also changes the balance of uses on the allocated Drum Farm South site, with more housing in place of business use. The first two alternatives would involve different greenfield expansion options of varying scale. The third alternative would be involve no change from LDP1.



Figure 4.6 Bo'ness Housing



Bonnybridge and Banknock

4.27 The population of Bonnybridge and Banknock has been fairly stable over the last five years, and housebuilding has been limited. The western part of the A803 corridor is the major focus of growth in LDP1 through two Strategic Growth Areas at Banknock and Dennyloanhead which will be built out mostly during the 2020-2030 period, but will continue into the 2030-40 period. This will need to be accompanied by significant improvements to transport and education infrastructure. In Bonnybridge, the current proposed eastern expansion is suggested for deletion from the LDP due to pipeline constraints. Further developer interest has focused on High Bonnybridge, but education, historic environment and transport constraints do not favour this direction of growth. Given the high level of housing commitments in the area, the preferred approach is not to promote any further growth.

4.28 Preferred Option

Focus on delivering the existing Banknock and Dennyloanhead Strategic Growth Areas (sites 7, 8, 65). The sites at East Bonnybridge (site 77) and Kilsyth Road (site 9) are de-allocated.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
1168	0	Medium

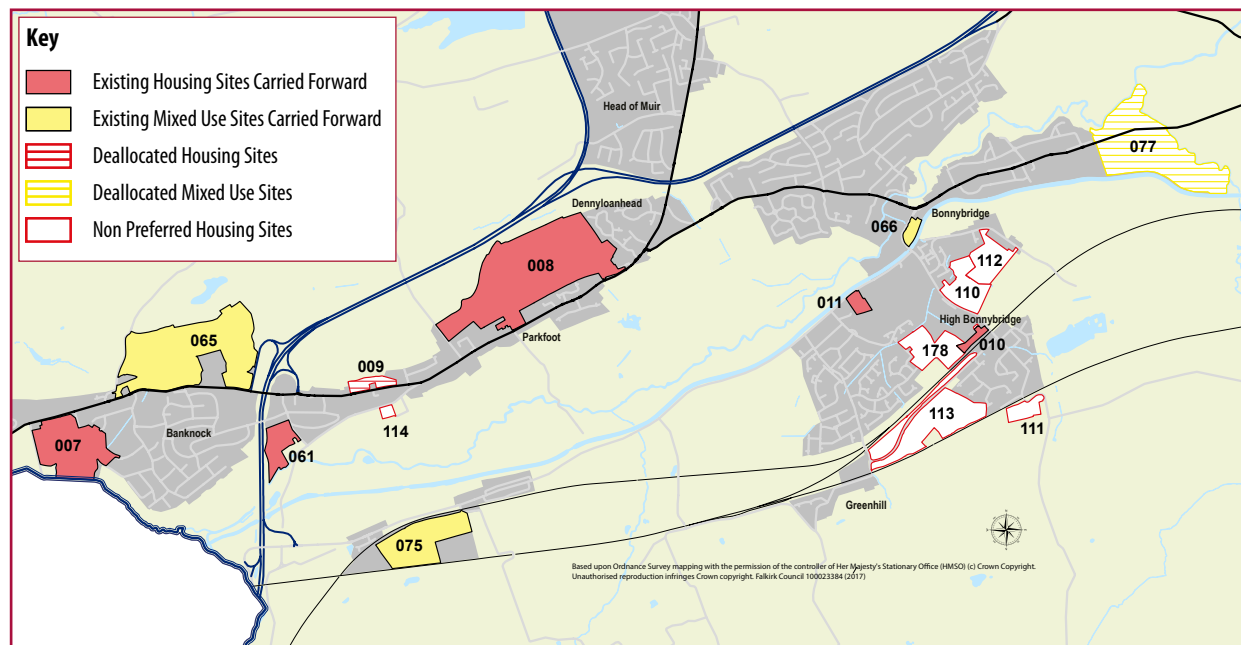
Alternatives

1. New Strategic Growth Area at High Bonnybridge incorporating large greenfield sites at Broomhill Road (sites 110, 112) and/or Reilly Road (113)
2. Minor settlement extensions at Longcroft Holdings (site 114) and/or Hillview Road, High Bonnybridge (site 111).

How does this differ from LDP1?

The preferred option differs from LDP1 in that sites at East Bonnybridge and Kilsyth Road are removed. The alternatives would involve further greenfield expansion of varying scales.

Figure 4.7 Bonnybridge and Banknock Housing



Braes and Rural South

Maddiston and Rumford

- 4.29** Maddiston has grown significantly over the past five years with the building out of the Parkhall Farm site. LDP1 identified further sites at Parkhall and Toravon as part of the Maddiston East Strategic Growth Area which will continue into the LDP2 plan period post 2020. A permanent extension to Maddiston Primary School will be required to accommodate this growth, but thereafter there will be very limited capacity for any further developments, unless a new primary school is built or there is major catchment rezoning.
- 4.30** There have been expressions of interest in developing major sites to the east, north and south of the village. In the light of school capacity constraints, further mainstream housing growth is not favoured. However, a site at Parkhall North (East), to the north of the Haining, is suggested for amenity/community care housing and a care home, which would provide for the elderly market with no implications for school capacity. The former Fire Service HQ is an important brownfield site at the heart of the village. Whilst the landowner's submission for this site seeks residential use, the preferred option is to reserve it for employment and community uses.

4.31

Preferred Option

Extend the Maddiston East Strategic Growth Area (sites 33-37), through additional greenfield release to the north at Parkhall North (East) (site 142), exclusively for amenity/community care housing and a care home.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
124	70	Low

Alternatives

1. Focus on delivering the existing Maddiston East Strategic Growth Area, together with additional housing as part of the Maddiston Fire Station site (site 140).
2. Extend the Maddiston East Strategic Growth Area, through additional greenfield release to the north west (site 189).
3. New Rumford East Strategic Growth Area, involving large scale greenfield release for mixed use extending north to the Union Canal (site 141).
4. Moderate settlement extension to the west of Maddiston at Greenwells Farm (sites 138, 139)
5. New Maddiston South Strategic Growth Area, involving greenfield release at Gillandersland (site 144).

How does this differ from LDP1?

The preferred option differs from LDP1 in that it promotes an additional greenfield site for amenity/community care housing and a care home, as an extension to the Maddiston East Strategic Growth Area. The first alternative would involve additional housing, but within the existing urban limit at the Fire Station. The further alternatives would involve greenfield expansion of varying scales.



Braes and Rural South

Polmont, Laurieston and Westquarter

4.32 The population of Polmont has been stable over the last 5 years, with relatively little housebuilding. Two residential opportunities are identified in LDP1 at the site of the former Whyteside Hotel, and at Lathallan House. The major area of planned growth for Polmont in LDP1 is the long standing business site at Gilston. The option exists to release a greater or lesser proportion of this large site for residential development. However, the Council's view is that this prime business site is of a scale and location that is unique in the area and offers long term flexibility to accommodate inward investment of different formats. As such, residential development is not favoured. The other expressions of interest have been for a greenfield site at Station Road, and an area of green belt at Polmont Park, neither of which is favoured. No opportunities have arisen at Laurieston and Westquarter, where the green belt continues to constrain growth.

4.33 Preferred Option

No further housing development beyond currently allocated sites.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
82	0	Low

Alternatives

1. New Gilston Strategic Growth Area, with residential use introduced as part of the mix of uses within the current business site (site 95).
2. Moderate settlement extension to Polmont, involving greenfield release at Station Road (site 136).
3. Moderate settlement extension to Polmont, involving green belt release at the Polmont Park (site 195).

How does this differ from LDP1?

The preferred option involves no change from LDP1. The first alternative would involve a change of use of the Gilston site from exclusively business to mixed business/residential. The other alternatives would involve further greenfield expansion and green belt release of varying scales.



Wallacestone, Redding and Reddingmuirhead

4.34 The communities of Redding and Reddingmuirhead have seen major population growth over recent years through development at Overton and Redding Park. Expressions of interest have been submitted for sites in this area but none are considered to offer logical or desirable options for growth. The preferred approach is not to promote any further growth.

4.35 Preferred Option

No further housing development beyond currently allocated sites.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
37	0	Low

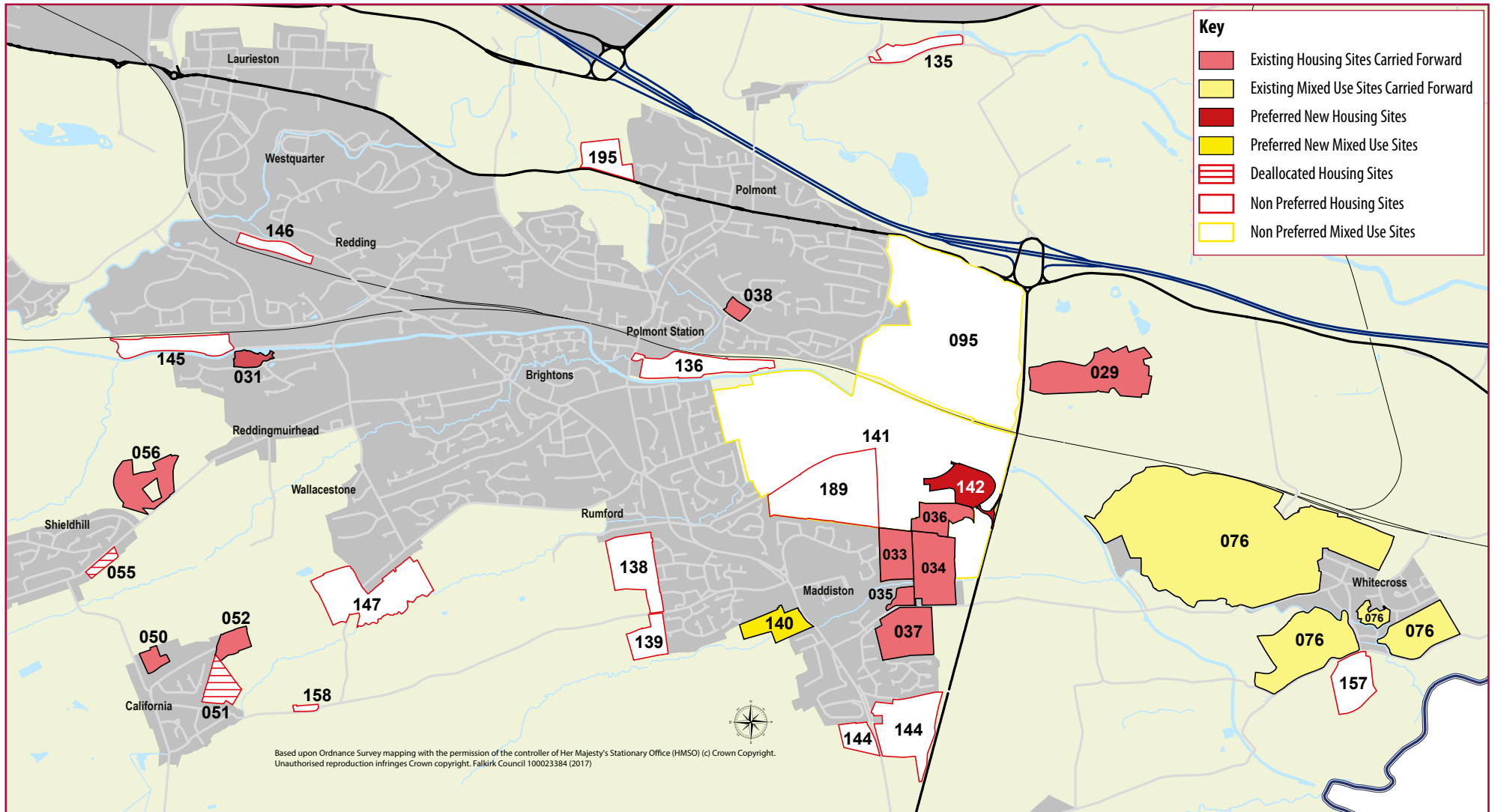
Alternatives

1. New Wallacestone Strategic Growth Area, involving greenfield expansion at Standrigg Road (site 147).
2. Minor settlement extension at Redding Park North (site 145).
3. Allocation of greenfield site for residential use at Redding Road (site 146).

How does this differ from LDP1?

The preferred option involves no change from LDP1. The alternatives would involve additional housing allocations.

Figure 4.8 Braes and Rural South (Northern Urban Area) Housing



Braes and Rural South

Rural South Villages

4.36 Collectively, the population of the Rural South area has remained relatively stable over the last five years, in spite of a lack of housebuilding. Low demand had led to little activity or development interest on most allocated sites. Consequently, rationalisation is proposed with some sites de-allocated, including most of the Slamannan Strategic Growth Area. Opportunities are retained in most villages to allow for the possibility of new homes in the future. The proposed new settlement at Whitecross is currently stalled, and will need the preparation of a new masterplan. Consequently, the expected output of houses from this development in the initial plan period has been reduced.

4.37 Preferred Option

Rationalise existing allocated housing sites, with some sites (including most of the Slamannan Strategic Growth Area) de-allocated to better reflect low market demand, but with the Whitecross Strategic Growth Area (site 76) retained along with selected sites in other villages.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
302	0	High

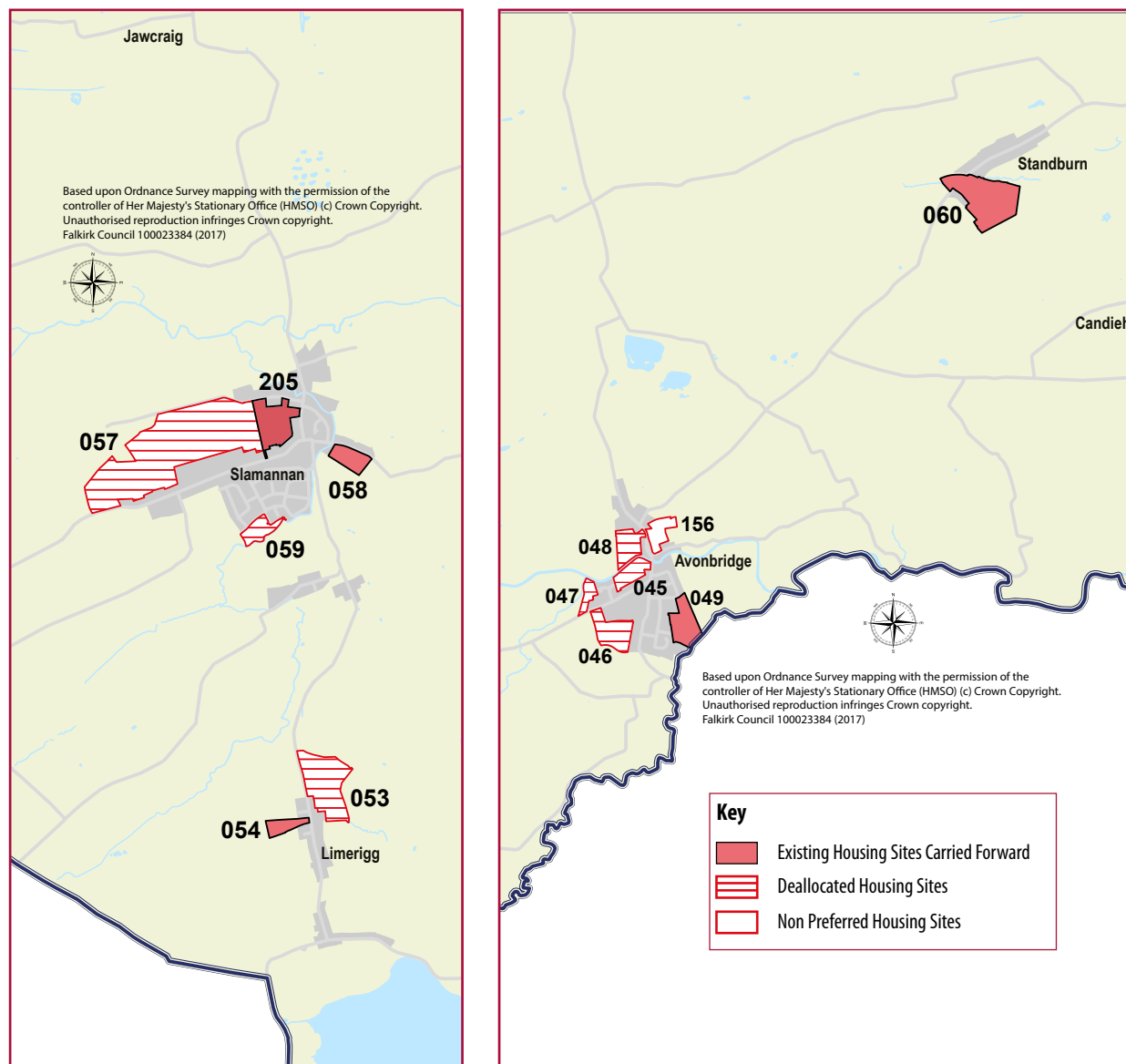
Alternatives

1. Retention of all existing sites.
2. Extend the Whitecross Strategic Growth Area, through the allocation of additional land to the south of the B825 (site 157) as part of the masterplanned new settlement.

How does this differ from LDP1?

The preferred option involves removal of a number of sites currently allocated in LDP1. The first alternative would involve no change from LDP1. The second alternative would involve extending the Whitecross Strategic Growth Area.

Figure 4.9 Braes and Rural South (Rural Villages) Housing



Denny and Dunipace

4.38 The Denny area has seen a slight reduction in its population in the last five years, and a relatively low level of housebuilding. However, major growth has been planned in LDP1 through the Denny South East Strategic Growth Area, which is now underway, and sites at Carrongrove Mill, Fankerton, and Rosebank, Dunipace. Transport and education improvements will accompany this new housing, including the Denny Eastern Access Road which will alleviate congestion at Denny Cross. There has been developer interest in further large scale development at Dunipace, but it is unlikely this could be sustained over the initial plan period, given the scale of existing commitments. The preferred approach is therefore not to promote any further growth.

4.39 Preferred Option

Focus on delivering the existing Denny South East Strategic Growth Area (sites 12, 13, 14, 67), and committed settlement expansions at Carrongrove Mill (site 15) and Rosebank, Dunipace (site 17).

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
982	0	Medium

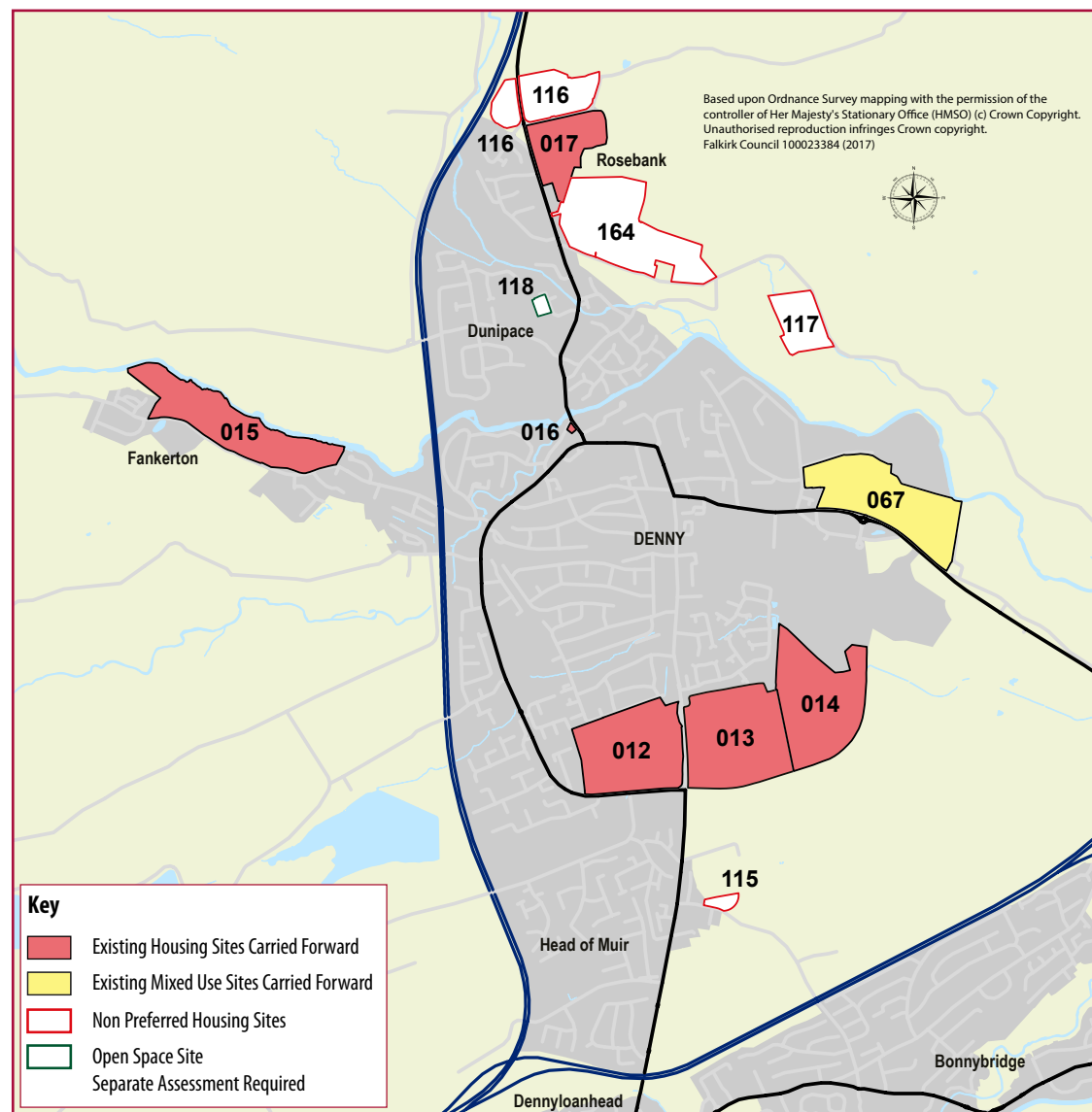
Alternatives

1. Extension to the existing site at Rosebank, Dunipace (site 116).
2. New Strategic Growth Area at Dunipace incorporating Bankend Farm (site 164).
3. Minor settlement extension at Head of Muir, involving green belt release (site 115).

How does this differ from LDP1?

The preferred option involves no change from LDP1. The alternatives would involve further greenfield expansion of varying scales.

Figure 4.10 Denny and Dunipace Housing



Falkirk

- 4.40** Falkirk is the principal town in the Council area and has seen continuing housebuilding through the recession, although not to the extent experienced in the early 2000s. LDP1 identifies two Strategic Growth Areas: Falkirk North, involving further development at Cauldhame Farm; and the Falkirk Canal Corridor, which includes two large canalside brownfield sites at Portdownie and Etna Road.
- 4.41** There are several brownfield opportunities for further growth, including Town Centre sites which could yield new homes as part of the strategy to increase the number of people living in the Town Centre.
- 4.42** Meanwhile at the eastern end of the town, a review of the vision for the Falkirk Gateway site suggests that new homes could have a role as part of the overall mix of uses. Added to the housing already proposed at the adjacent Forth Valley College site, this would constitute a new Strategic Growth Area bringing diversity and vitality to the important new urban quarter at the eastern end of the town.
- 4.43** There have been expressions of interest in various greenfield sites to the south of the town. Of these, an eastern extension to Hallglen at Woodend Farm is favoured, providing an opportunity to restore the historic listed farmhouse and deliver affordable housing.

4.44 Preferred Option

Promote a new Strategic Growth Area at the Falkirk Gateway (site 80), with residential use introduced as part of the mix of uses, together with a moderate greenfield expansion at Hallglen (Woodend Farm) (sites 123, 160). Additionally there would be a focus on increased residential use at development opportunities in the Town Centre (sites 70, 71) and other brownfield infill sites (sites 122, 167, 168, 169, 186).

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
668	370	Medium

Alternatives

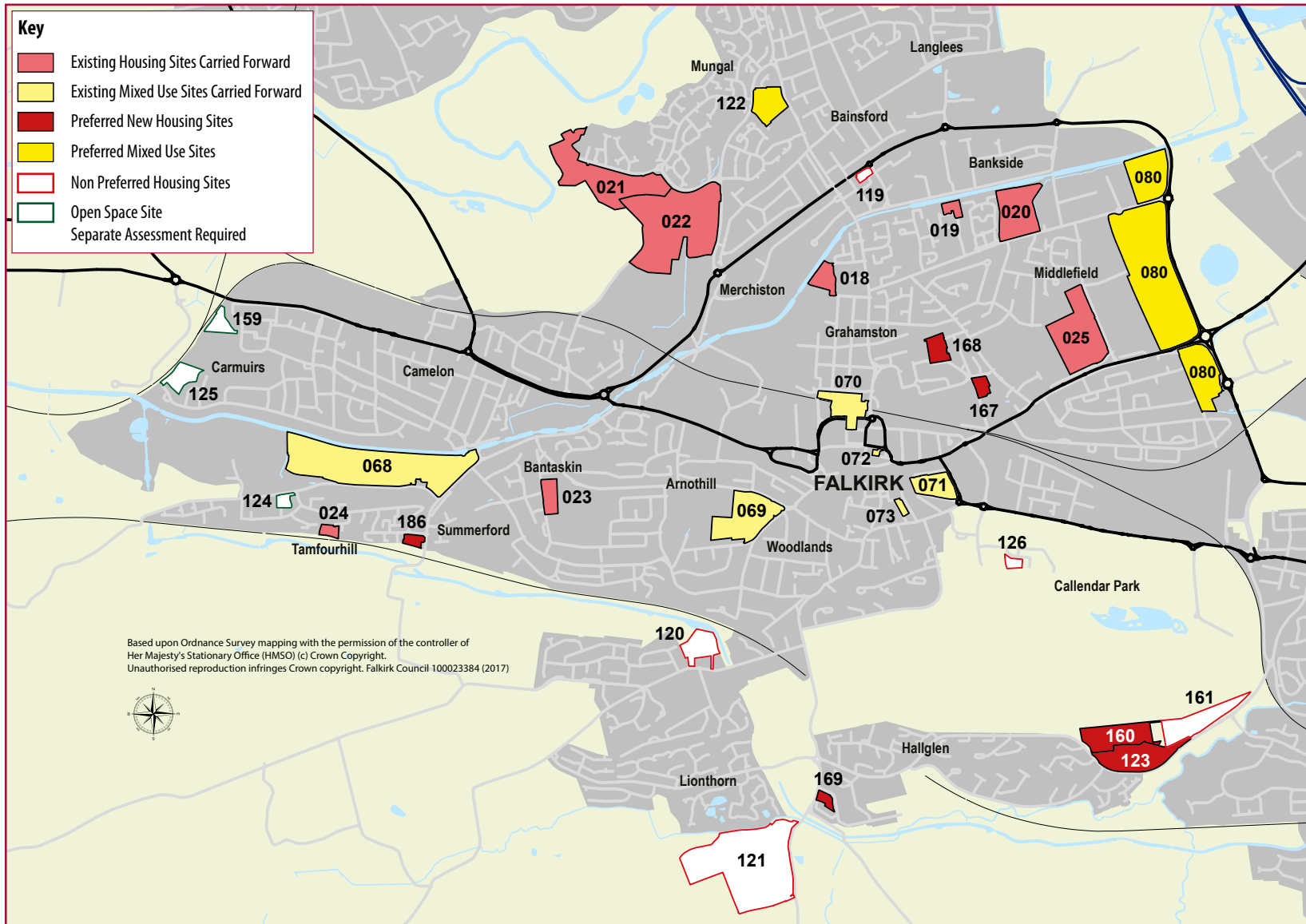
1. New South Falkirk Strategic Growth Area involving greenfield expansion at Glen Farm (site 121).
2. Minor settlement extension at Slamannan Road (site 120), involving greenfield expansion adjacent to the Union Canal.

How does this differ from LDP1?

The preferred option differs from LDP1 in that residential use is introduced at the Falkirk Gateway, which is currently allocated solely for business. It also involves additional greenfield expansion at Hallglen. The alternatives would involve further greenfield expansion of varying scales.



Figure 4.11 Falkirk Housing



Grangemouth

4.45 The population of Grangemouth has continued to decline over the last five years. Development constraints such as major hazards, flood risk, the M9 motorway and the green belt have combined to limit opportunities for growth. New housing in LDP1 was limited to two sites, one of which has been developed out, the other of which is being developed instead for educational purposes. There were no expressions of interest for residential development in Grangemouth, and the Urban Capacity Study has identified only one small redevelopment opportunity at Abbots Road.

4.46 Preferred Option

The preferred option is consolidation, with development limited to infill and redevelopment opportunities which may arise within the urban area.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
11	10	Low

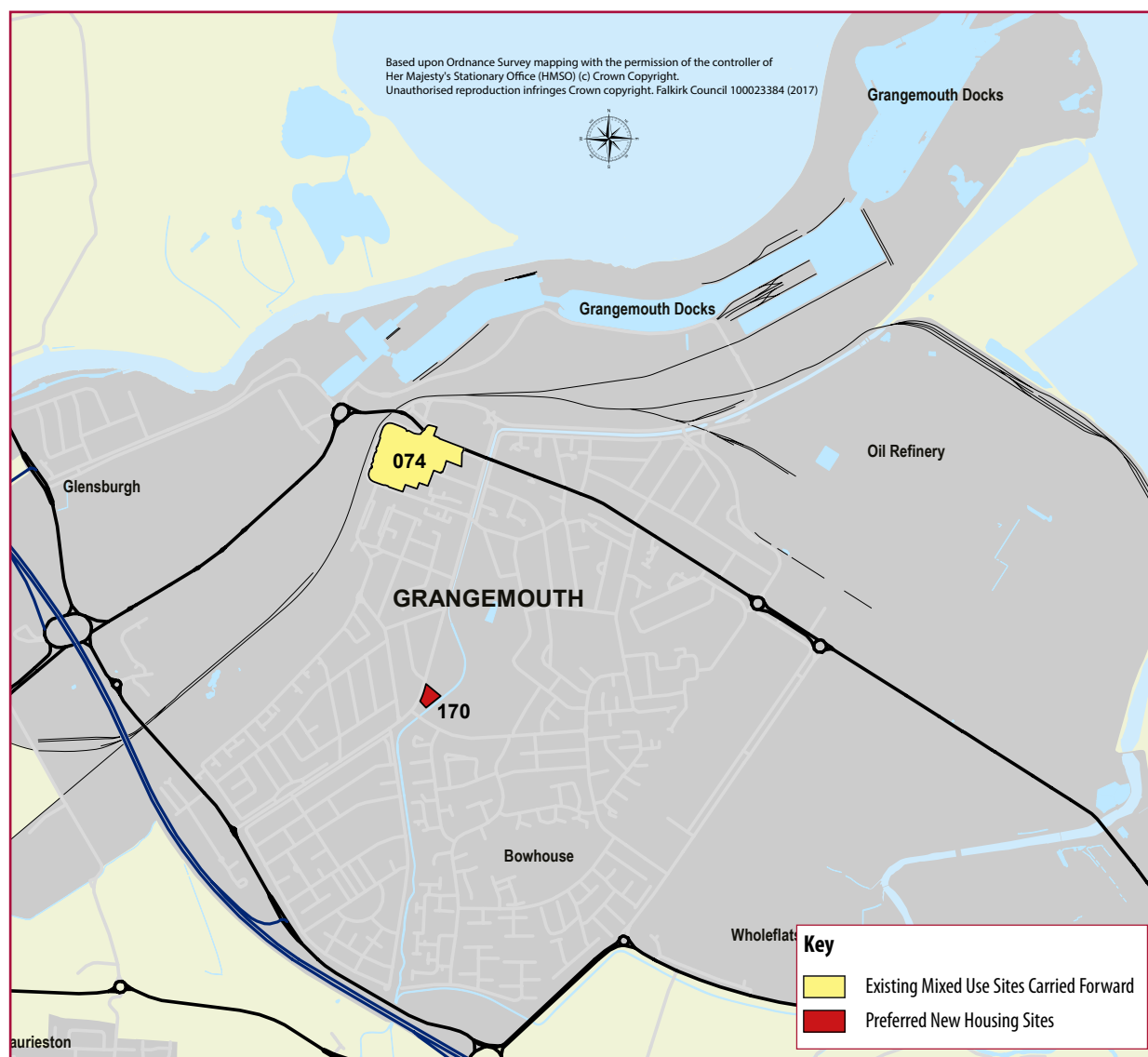
Alternative

There are no reasonable alternatives.

How does this differ from LDP1?

The preferred option involves no significant change from LDP1.

Figure 4.12 Grangemouth Housing



Larbert and Stenhousemuir

- 4.47 Larbert and Stenhousemuir has been one of the fastest growing settlements over the last five years. The Larbert North Strategic Growth Area (Kinnaird Village) has continued to be built out and has developed into a thriving community with its own school and village centre. The currently approved development is expected to be completed in 2024/2025. Kinnaird Primary School will need to be extended permanently to three streams. As part of the Kinnaird masterplan, land was allocated for a business park at the eastern end. With demand for employment land generally at a low level, a mixed use approach to this area may be appropriate, with business and community uses together with a limited number of additional houses to bring the total content of Kinnaird up to the 1,700 houses originally envisaged.
- 4.48 Capacity issues at Larbert High School will be resolved through the proposed extension to the school, which will turn it into one of the largest high schools in Scotland. This will cope with the existing planned growth, but with no additional capacity to accommodate any significant further housing. Therefore, although a range of expressions of interest have been submitted for greenfield sites to the west, north and east of the settlement, the preferred approach is not to promote any further growth.

4.49

Preferred Option

Focus on delivering the existing North Larbert Strategic Growth Area (site 26), including some additional housing within the Hill of Kinnaird business park site (site 94).

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
230	70	Low

Alternatives

1. Residential use within the Glenbervie business site (site 92).

2. New Larbert West Strategic Growth Area, involving sites within the former RSNH estate (sites 132, 133).

3. New East Stenhousemuir Strategic Growth Area, involving green belt release at Bensfield (site 131), or Roughlands (site 130).

4. New Kinnaird Strategic Growth Area, involving large scale green belt release to the east of Kinnaird Village (site 134).

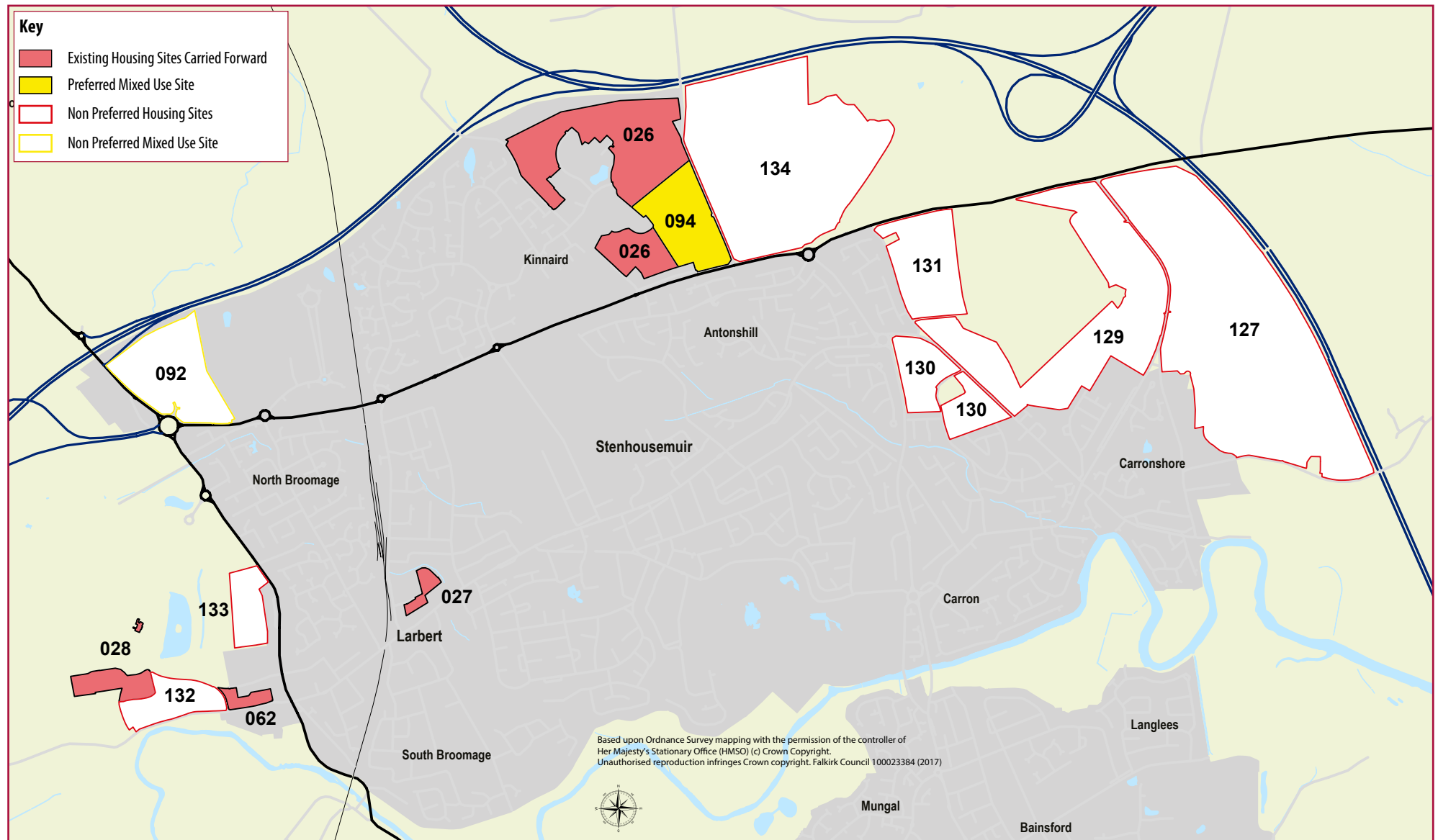
5. New Carronshore Strategic Growth Area, involving large scale green belt release at Bensfield/Kirkton Farm up to the M9 (sites 129, 127).

How does this differ from LDP1?

The preferred option involves introducing additional housing through the inclusion of a residential element within the Hill of Kinnaird business park. The alternatives would involve further greenfield expansion and green belt release of varying scales.



Figure 4.13 Larbert and Stenhousemuir Housing



Rural North

4.50 Like the Rural South, the population of the Rural North area has remained stable and there has been limited housebuilding over the last five years. In LDP1, identified sites at Airth and Torwood are likely to be still active in the period 2020-30. There have been expressions of interest in Airth, Letham, Torwood and Skinflats. Further development at Airth is not considered appropriate due to the scale of previous and proposed growth and primary school capacity constraints. Letham and Torwood are small villages with very limited services where further growth would also be inappropriate. At Skinflats, a reassessment of the area subject to coastal flood risk has raised the possibility of an extension to the village which could help to sustain existing services.

4.51 Preferred Option

The preferred option is to promote an extension to Skinflats at Newton Avenue South (site 165), but to resist further development in the other Rural North villages.

Existing Housing Supply 2020-2030	Additional Housing 2020-2030	Growth Potential 2030-2040
140	80	Low

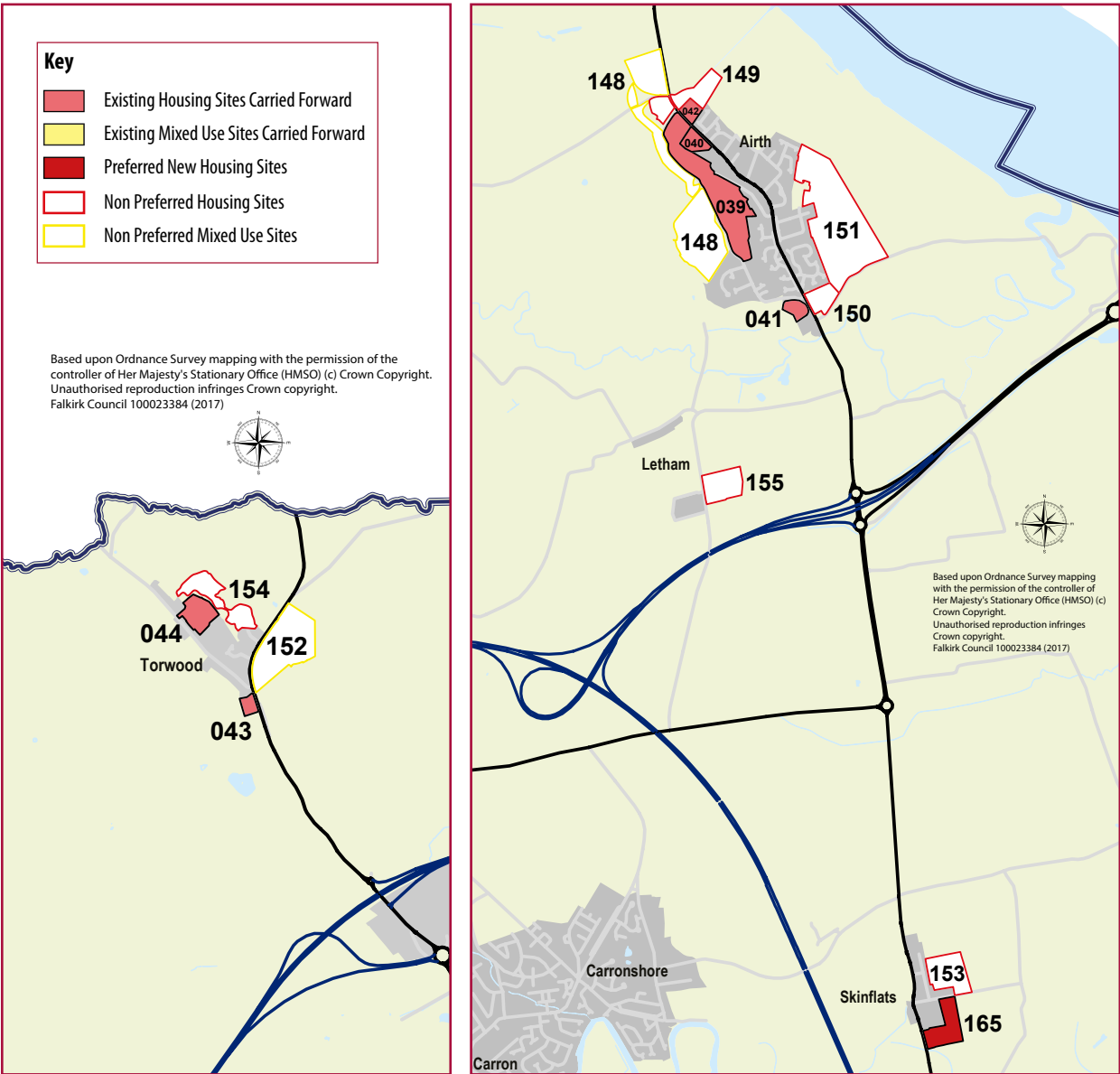
Alternatives

1. New Airth Strategic Growth Area, involving major greenfield release to the west of the village at Airth Mains Farm (site 148), or to the east at Eastfield Farm (site 151).
2. Moderate settlement expansion at Airth, involving small allocations at the Glebe to the north (site 149) or Eastfield to the south (150).
3. Moderate village extension to the east of Letham (site 155).
4. Moderate village extension to Torwood, involving greenfield release either at Castle Crescent (site 154), or Blairs Farm (site 152).
5. Alternative site for Skinflats growth at Newton Avenue (site 153).

How does this differ from LDP1?

The preferred option differs from LDP1 through the allocation of an additional housing site at Skinflats. The alternatives would involve further greenfield expansion of varying scales.

Figure 4.14 Rural North Housing



Issue 5: Sustainable Community Growth

Windfall Sites

4.52 Whilst most housing will be built on sites allocated in the LDP, a proportion of development will always occur on unallocated sites which become available for development unexpectedly during the life of the plan. Scottish Planning Policy states that an allowance can be made for output from such sites, and a policy permitting windfall sites within the urban area, subject to suitable criteria, will continue to be included in LDP2. Windfall development has always played a significant role in the Falkirk area and evidence of the level of windfall over the last five years suggests that an allowance of **50 homes per year** would be appropriate. Over the initial 10 year period of the plan, this would contribute some 500 homes.

4.53 Preferred Option

Include an allowance of 50 homes per year for windfall sites which come forward outwith the plan process.

Alternative

No windfall allowance would be made, with output from such sites contributing extra flexibility to the supply.

How does this differ from LDP1?

LDP1 does not include a windfall allowance.

Effective Housing Land Supply

4.54 As well as meeting the overall housing land requirement for the plan period, planning authorities are required to maintain a minimum of five years' effective housing land supply at all times. Where this is not achieved, Scottish Planning Policy states that the presumption in favour of development which contributes to sustainable development will be a significant material consideration. LDP1 has a policy which states that, where a shortfall in the effective land supply is identified, the Council will consider supporting sustainable housing proposals that are effective. Such an 'alternative sites' policy allows for shortfalls potentially to be addressed through granting planning permission for non-allocated sites which meet specified criteria.

4.55 Preferred Option

Continue to include an 'alternative sites' policy to deal with any future shortfalls in the effective housing land supply, but revise the criteria to give a clearer indication of where proposals would meet the presumption in favour of sustainable development.

Alternative

The policy could be retained with the current wording.

How does this differ from LDP1?

The preferred option would differ from LDP1 in the detailed wording of the policy.

Green Belt

4.56 Green belt will continue to be used as a planning tool to manage urban growth, promote regeneration, and safeguard the identity and landscape setting of settlements. Its location and extent are shown in Figure 4.5. A major review of the strategic options for green belt was carried out through LDP1, which largely endorsed its continuing role. The preferred strategy for housing would require the release of one significant green belt site, at Crawfield Road, Bo'ness, in order to ensure that housing land requirements can be met for the initial 10 year period of the plan.

Housing in the Countryside

4.57 Policies on housing in the countryside were revised through LDP1 and supplementary guidance produced to assist in the interpretation of the policy and secure good design in new rural buildings. The policy identifies the circumstances in which housing in the countryside is considered appropriate, including housing required to support a rural business, restoration/conversion of existing buildings and steadings, certain forms of infill development, enabling development to secure restoration of historic buildings, and small gypsy traveller sites. In terms of Scottish Planning Policy, the rural area of Falkirk may be classified as 'accessible or pressured', and the continuing approach whereby most development is directed to existing settlements remains appropriate and in line with national policy.

Issue 6: Business Locations

Key Question: What should the vision be for our major business locations?

- 5.01** Falkirk's economy has slowly recovered from recession. Although the economic climate remains challenging, the area's traditional sectoral strengths such as chemicals, logistics and manufacturing, allied to its growing visitor economy, provide the basis for growth and investment in the future. This is reflected in the Council's new Economic Strategy for 2015-25.
- 5.02** There is a substantial portfolio of business sites in LDP1, with the principal opportunities grouped into four Strategic Business Locations:
- **Falkirk Investment Zone**
 - **Grangemouth Investment Zone**
 - **Larbert Gateway**
 - **Eastern Gateway**
- 5.03** Collectively, these and other smaller sites provide a supply of some 290 hectares of business land. Over the last five years, around 25 hectares of business land have been developed, or are in the process of being developed, averaging out at 5 hectares per year. The business land supply therefore appears to be very generous. However, in reality, only a proportion of the land supply is immediately available for development. Some sites are 'stalled', due to high development costs coupled with low demand and land values. There is a need to review the key employment locations and the vision for these sites, so as to understand their future role and how they can contribute to the area's growth and prosperity in its widest sense.



Issue 6: Business Locations

Falkirk Investment Zone

- 5.04** At the heart of the Falkirk Investment Zone are the **Falkirk Gateway** and **Falkirk Stadium** sites. Previously, the masterplan for the Falkirk Gateway was built around a large household retail park and extensive office quarter, a model which is no longer viable or realistic.
- 5.05** The Helix and the proposed new Forth Valley College campus have provided the impetus for a new vision for the Falkirk Gateway, whilst the Council's Tax Increment Finance (TIF) initiative is addressing some of the infrastructure issues which have constrained development to date. A Preliminary Development Framework has been prepared which envisages a different mix of uses, with a focus on 'green' business, tourism, food and drink, recreation, and residential use. This reflects an aspiration to create an attractive, vibrant, mixed use place with a high quality environment. With large scale retail no longer proposed, the site would cease to be classified as a commercial centre within the network of centres. Retail use could still feature, but with a more local focus, and subject to demand and assessment against 'town centre first' policies.
- 5.06** Within the wider Falkirk Investment Zone, Abbotsford and Caledon Business Parks will continue to provide a more conventional format of business/industrial park for Class 4, 5 and 6 users.

5.07 Preferred Option

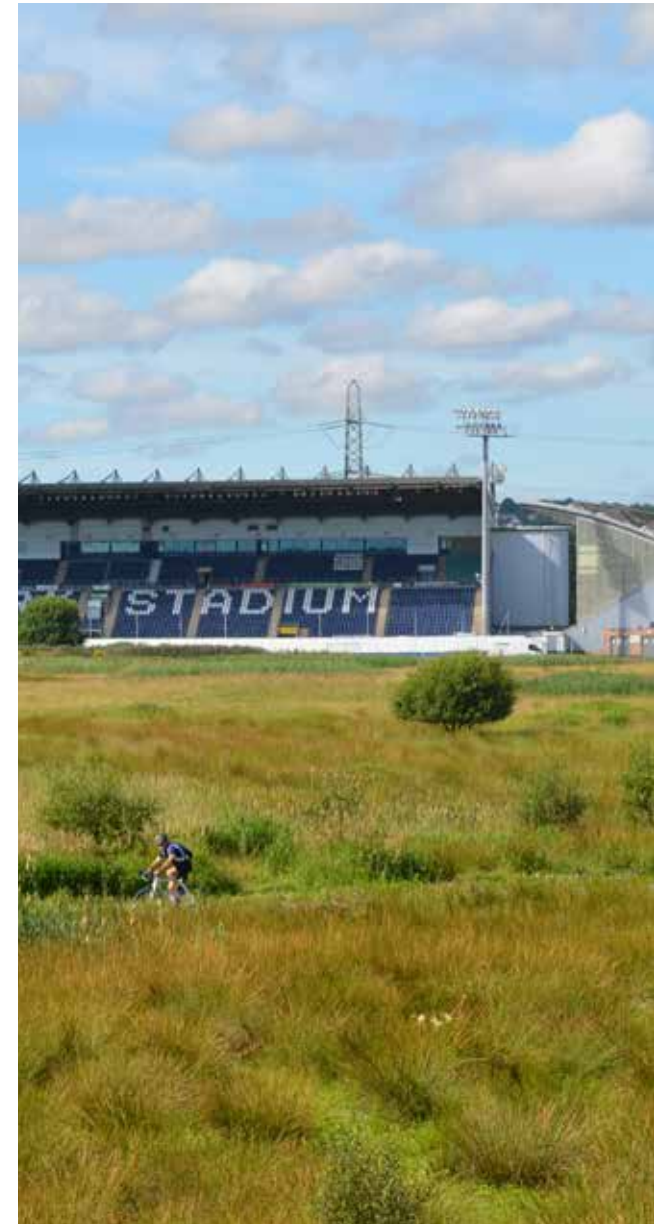
Amend the mix of uses proposed at the Falkirk Gateway and Falkirk Stadium sites (sites 80, 81) to focus on business, tourism, food and drink, and recreation, with an element of residential use. Proposals for large scale retail use would be deleted, with any retailing reduced to a local scale.

Alternative

Residential use could be excluded from the proposed menu of uses.

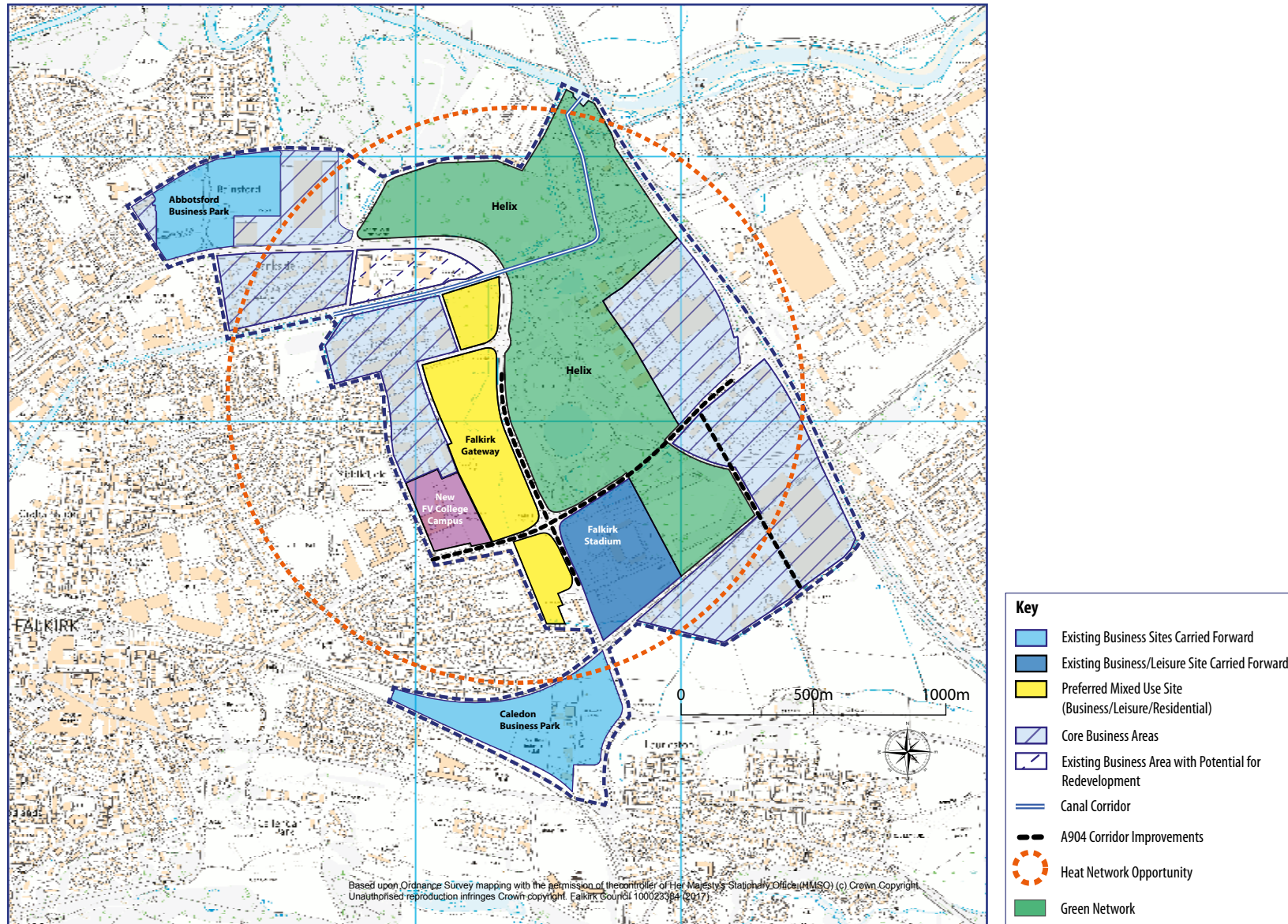
How does this differ from LDP1?

The preferred option differs from LDP1 in that it excludes large scale retail but permits residential use.



Issue 6: Business Locations

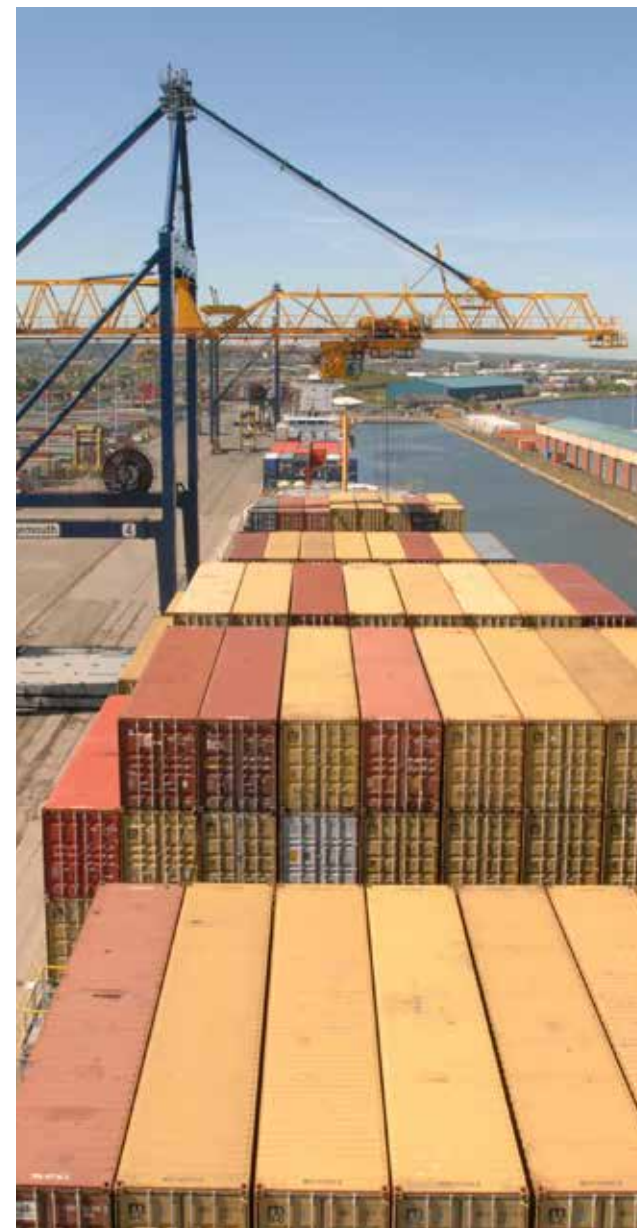
Figure 5.1 Falkirk Investment Zone



Issue 6: Business Locations

Grangemouth Investment Zone

- 5.08** The importance of Grangemouth to the national economy is underlined by the fact that three National Developments in NPF3 directly relate to the town. The first is the Grangemouth Investment Zone, which embraces the town's industrial and logistics role, and the need to protect and enhance this role through new infrastructure and investment. Secondly, Grangemouth is identified as a location for a new power station with carbon capture and storage (CCS). Finally, the port is covered by the National Development relating to Freight Handling Capacity on the Forth. NPF3 also highlights the need to recognise and protect the quality of life of the local community and the environment of the Forth Estuary.
- 5.09** In LDP1, the allocated sites which form part of the Grangemouth Investment Zone include land allocated at Grangemouth Docks, Ineos, Earlsgrate Park, Wholeflats, Glensburgh and South Bridge Street, offering extensive opportunities for new business. The range of uses proposed for these sites in LDP1 remains appropriate.
- 5.10** At Ineos, major investment has recently taken place based on ethane as a new feedstock for the company's business. Additionally, the ongoing programme of restructuring, decommissioning and demolition of non-operational plant could make available some 80 hectares of land for new development within the overall site. This presents a major 'co-location' opportunity for chemical sector investment and support services. It is shown indicatively in LDP1 and it is anticipated that ongoing masterplanning of the area will allow the detailed extent of the opportunity to be reflected in LDP2.
- 5.11** Forth Ports have identified additional land to the east of the Docks which is part of their operational estate and which they are seeking to be allocated. Although adjacent to the Firth of Forth Special Protection Area (SPA), it would appear to have little direct habitat value for the SPA's qualifying species. This includes a large site which has previously been highlighted as an opportunity for the CCS project. A specific site for the CCS plant was not defined in LDP1, but it is proposed that the land be identified for this purpose. A further extension to an existing allocated site in LDP1 is justified to fully reflect the planning permission for a biomass plant in the Docks.
- 5.12** The main chemical industries complex adjacent to Earls Road is designated as a core business area in LDP1. However, it is fringed by some more diverse industrial areas at Wood Street, Dundas Street and Dalgrain Road, which are identified as business areas with potential for redevelopment for other uses. These areas support a substantial level of employment, and undoubtedly contribute to the Grangemouth Investment Zone. Their current designation is causing concern to the chemical industries as it raises the prospect of non-industrial uses encroaching closer to the chemical complex. Accordingly, these areas are proposed for incorporation as part of the core business area.
- 5.13** The chemical and petrochemical industries in Grangemouth represent a significant concentration of major hazard sites. The LDP is obliged to take into account the objectives of preventing major accidents and limiting the consequences of such accidents for human health and the environment. The existing policy on major hazards and pipelines seeks to balance the needs of this nationally important sector with the needs of the local community. This policy would be carried forward, with adjustments as necessary to comply with all the relevant regulations.



Issue 6: Business Locations

5.14 Preferred Option

1. Reflect the detailed extent of the Ineos development opportunity on the proposals map, subject to progress with masterplanning.
2. Allocate additional land at the eastern end of Grangemouth Docks (sites 128, 162, 163) for port and energy related activities, including an opportunity for a power station with carbon capture and storage in accordance with NPF3. Extend the current opportunity at Central Dock Road (sites 90, 190) to reflect the planning permission for the biomass energy plant.
3. Extend the Earls Road core business area to include land at Wood Street, Dundas Street and Dalgrain Road.

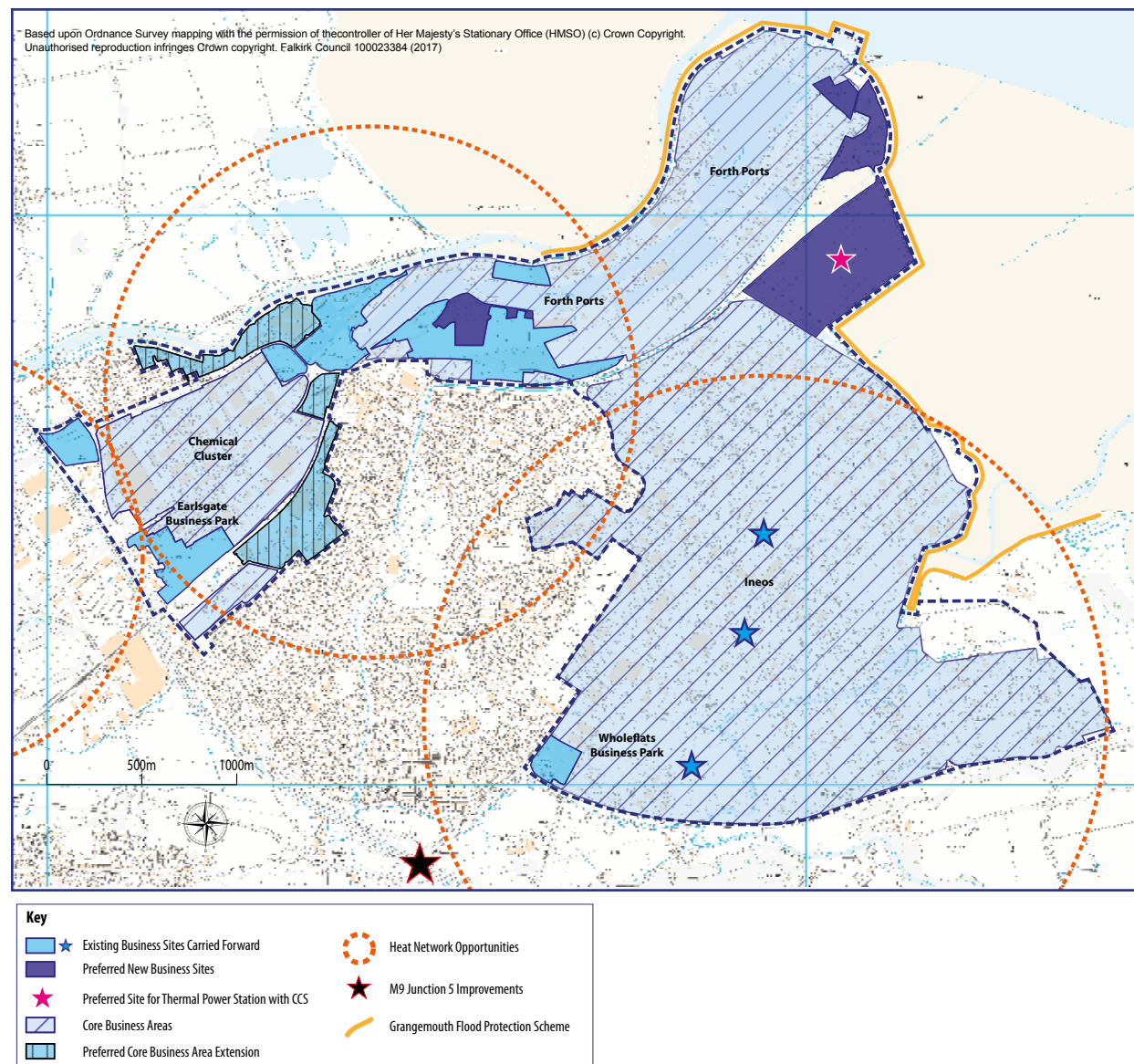
Alternative

No alternative sites for the CCS plant have been proposed or assessed, although it is possible that it could be accommodated within vacant land at Ineos.

How does this differ from LDP1?

The preferred option proposes additional land for industrial purposes and a CCS plant at Grangemouth Docks, and changes the designation of land in the vicinity of the chemical complex to a core business area from an area with potential for redevelopment for more diverse uses. The Ineos opportunity will be given more detailed definition.

Figure 5.2 Grangemouth Investment Zone



Issue 6: Business Locations

Larbert Gateway

5.15 The core of the Larbert Gateway is the Glenbervie/ Central Business Park area adjacent to Junction 2 of the M876. The existing business parks have been successful in attracting investment over the years. However, the large employment site at the Glenbervie roundabout remains undeveloped, and the owners, Scottish Enterprise, have raised the possibility of some residential use to offset high site development costs. However, this is a prime site, and the scale of housing required is likely to undermine the scale and flexibility of the business opportunity.

5.16 Land for an additional business park is allocated at Hill of Kinnaid as part of the Kinnaid Village masterplan. The location is less favourable, and a mixed use approach to this site, accommodating some housing and community uses, as well as a more limited element of business, could be justified.

5.17 Preferred Option

Adopt a mixed use approach at Hill of Kinnaid business park (site 94), with housing and community uses permitted as well as business, whilst retaining Glenbervie exclusively for business.

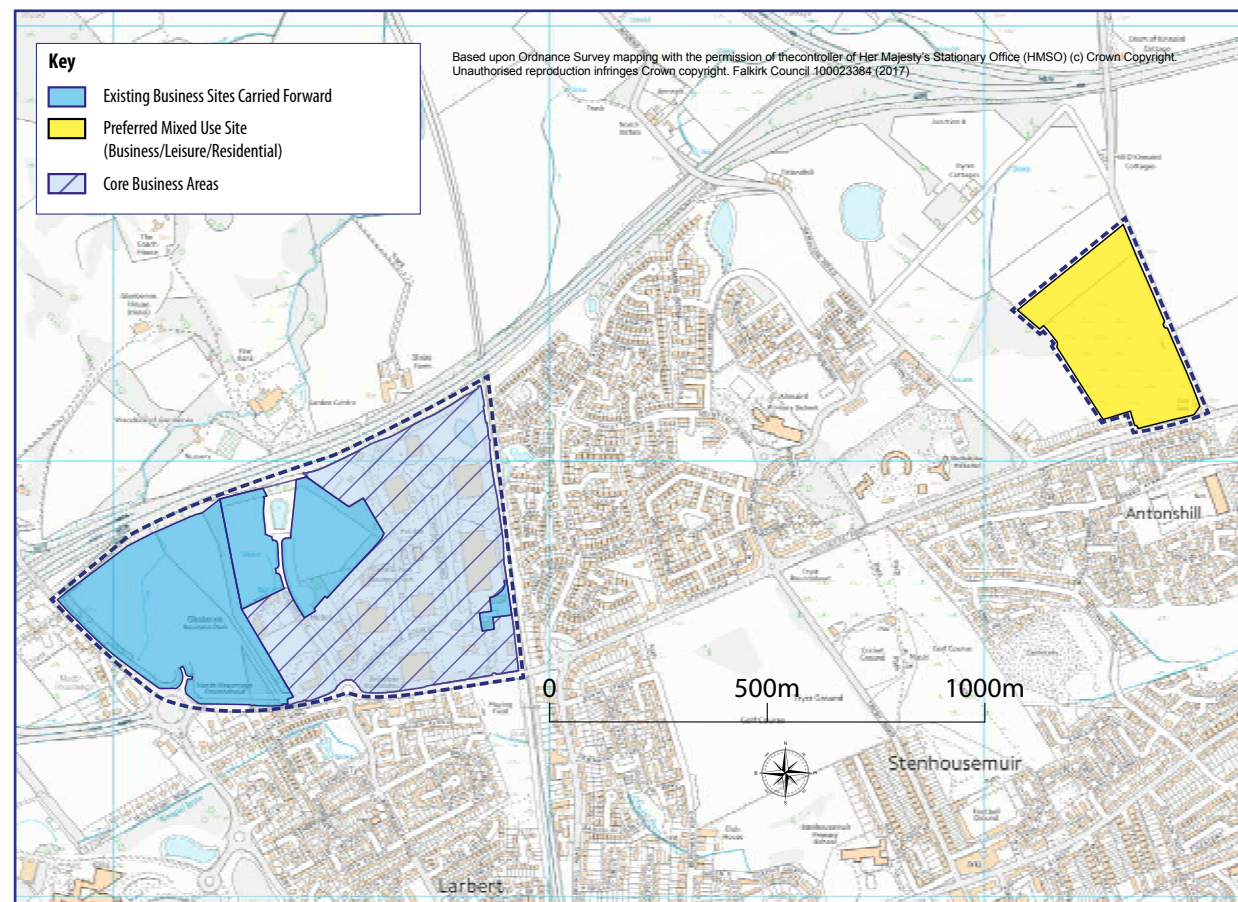
Alternative

1. Maintain Hill of Kinnaid business park exclusively for business use.
2. Adopt a mixed use approach, including residential, at Glenbervie (site 92).

How does this differ from LDP1?

The preferred option and the second alternative would allow a more flexible approach to the two business areas within the Larbert Gateway. The first alternative would maintain the current LDP1 position.

Figure 5.3 Larbert Gateway



Issue 6: Business Locations

Eastern Gateway

- 5.18** The Eastern Gateway is a more dispersed collection of sites than the other Strategic Business Locations, including land allocated for business use at Gilston, Polmont and the business components of mixed use sites at Drum South, Bo'ness, and the Whitecross new settlement.
- 5.19** Gilston offers the best location, adjacent to Junction 4 of the M9, and there has been substantial recent investment in enabling road works on the A803. The site is large and offers flexibility to accommodate a range of requirements.
- 5.20** Whitecross is constrained by a number of factors and requires a new masterplan; business use is still an aspiration but may only be deliverable in the longer term.
- 5.21** The site at the Drum is less well located. It can only accommodate Class 4 uses, for which there is limited demand. In this context, a refocusing of the Drum site on residential use with a smaller business component providing neighbourhood services is proposed.
- 5.22 Preferred Option**

Focus the Eastern Gateway Strategic Business Location on Gilston and Whitecross. Drum South would no longer be a strategic business site, with its business component reduced and focused on provision of local neighbourhood services.

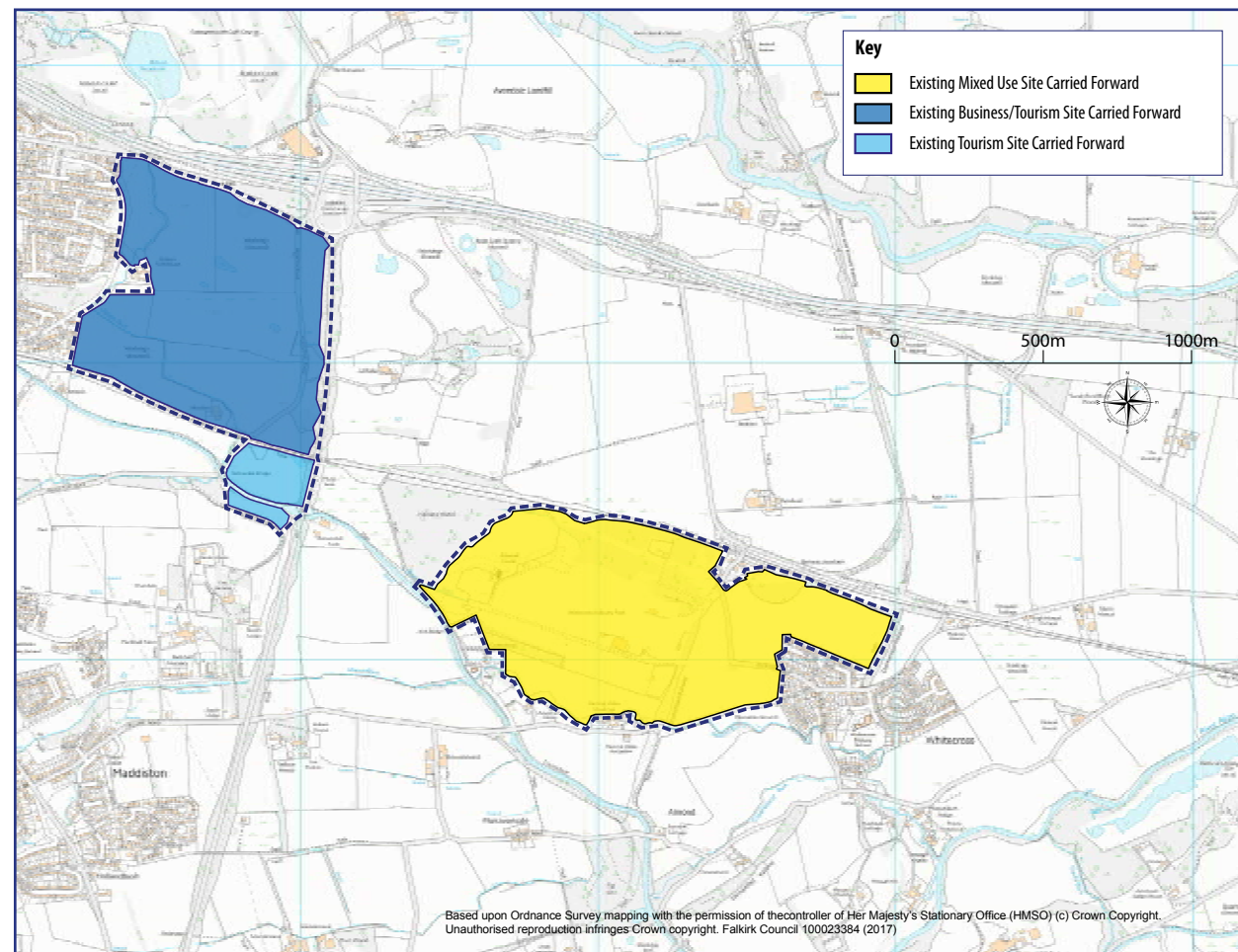
Alternative

A mixed use approach could be adopted for the Gilston site, introducing residential use and reducing the scale of business land.

How does this differ from LDP1?

The preferred option differs from LDP1 in that Drum South would no longer be a strategic site within the Eastern Gateway. The alternative would differ from LDP1 by allocating Gilston as a mixed use site, including residential, rather than exclusively business.

Figure 5.4 Eastern Gateway



Issue 6: Business Locations

Other Business Sites and Areas

- 5.23** Outwith the Strategic Business Locations, LDP1 identifies a range of local business sites. No change to these is proposed. An expression of interest was received for a substantial area of business land at Easter Thomaston, Banknock, north of Junction 7 of the M80. This is not considered a reasonable option given its location, likely trunk road issues and the adequacy of the existing business land supply.
- 5.24** Likewise, the definition of core business areas and business areas with potential for redevelopment would remain unchanged, apart from the expansion of the Earls Road core business area in Grangemouth discussed previously. Existing policy on business development in the countryside, which sets out criteria for considering business proposals outwith the urban and village limits, will also be maintained.



Issue 7: Town Centres

Key Question: How can we promote active, accessible and attractive town centres?

5.25 The area's town centres remain under pressure due to economic and social change, particularly affecting the retail sector. There is a wide recognition of the need for centres to adapt to new roles and diversify their function, with less of a reliance on shopping. For respondents to the pre-Main Issues Report consultation, the health of our town and local centres was seen as being the most important planning issue. In response to concerns about the future of town centres, the Scottish Government has introduced the 'town centre first' principle, which seeks to prioritise town centres as the first choice for uses which generate significant footfall.

Falkirk's Network of Centres

5.26 Falkirk's network of centres includes the principal centre of Falkirk, four district centres, a number of local centres, and a proposed edge-of-town commercial centre at the Falkirk Gateway. Policies in LDP1 give priority to these centres, and promote them for a range of uses, in accordance with their defined roles. Although this largely reflects Scottish Planning Policy, the 'town centre first' principle needs to be embedded more thoroughly in LDP2.

5.27 The list of centres, their categorisation and roles, remains robust. However, one key change arises from the review of the Falkirk Gateway site, and the move away from the large-scale retail proposals which previously underpinned the masterplan. In the light of this review, the Falkirk Gateway would no longer be classified as a commercial centre.

5.28 Preferred Option

1. Revise the policy on the network of centres, and relevant supporting policies, to emphasise the 'town centre first' principle.
2. Remove the Falkirk Gateway from the current network of centres.

Alternative

Retain the Falkirk Gateway as a commercial centre in the network of centres.

How does this differ from LDP1?

The preferred option adjusts policy to give more emphasis to the town centre first principle and removes the Falkirk Gateway from the network of centres.



Issue 7: Town Centres

Falkirk Town Centre

- 5.29** Falkirk Town Centre has been affected by the decline in high street retailing over the past five years. Between 2013 and 2015, vacancy rates increased from 10.9% to 16.5%, and the number of vacant properties nearly doubled from 2009 to 2014. Nonetheless, the Town Centre retains many of its key attributes, including its traditional character, strong independent sector and growing leisure function. The £5.5m Townscape Heritage Initiative (THI) is helping to repair and enhance the historic core of the conservation area. Central Retail Park, which is part of the Town Centre, remains vibrant and has been successful in retaining and attracting national retailers, although this has arguably been to the detriment of the historic core of the Town Centre, with which it is not fully integrated.
- 5.30** The aspiration for the Town Centre is that it is active, attractive and accessible. Retailing will continue to be an important function, but investment is needed in other uses that will bring life back to the Town Centre and make it an attractive place to live, work and visit, taking advantage of the area's growing population and increased tourism profile.
- 5.31** Residential, office, leisure, cultural and community uses will have an increasing role to play in bringing existing properties back into use, but also providing the anchor for the main development opportunities at the East End and Grahamston. Residential use should particularly be encouraged, and developer contributions could be reduced within the Town Centre as an incentive to build new homes. For existing properties, flexibility will be needed, even in the core area where the focus has traditionally been on the retail function.

- 5.32** Ongoing investment in the public realm will be needed, building on the current THI work. Connections within the Town Centre need to be improved, particularly for pedestrian and cycle movement from the retail park and the railway station to the core area, as well as links to wider attractions such as the Falkirk Wheel, the Helix and Callendar Park. The Grahamston and East End sites offer particular opportunities to improve key arrival points at the bus and train stations.
- 5.33** The status of Central Retail Park has been raised as an issue, including the option of excluding it from the definition of the Town Centre, in order to give the traditional Town Centre priority under the town centre first principle. However, this would have little practical effect. The emphasis should rather be on strengthening links between the two parts of the Town Centre.
- 5.34** The key opportunities for future development and enhancement in the Town Centre are illustrated in Figure 5.5.

5.35 Preferred Option

1. Promote the key opportunities of Grahamston and the East End, with an emphasis on residential, office, leisure, cultural and tourism uses. The East End site would be expanded to include Callendar Square where there are opportunities for restructuring and new uses.
2. Promote improved connections within and to the Town Centre.
3. Amend policies to increase flexibility on changes of use within the Town Centre, with a core area no longer identified.
4. Support the building of more homes in the Town Centre by relaxing developer contributions on residential development within the Town Centre boundary.

Alternative

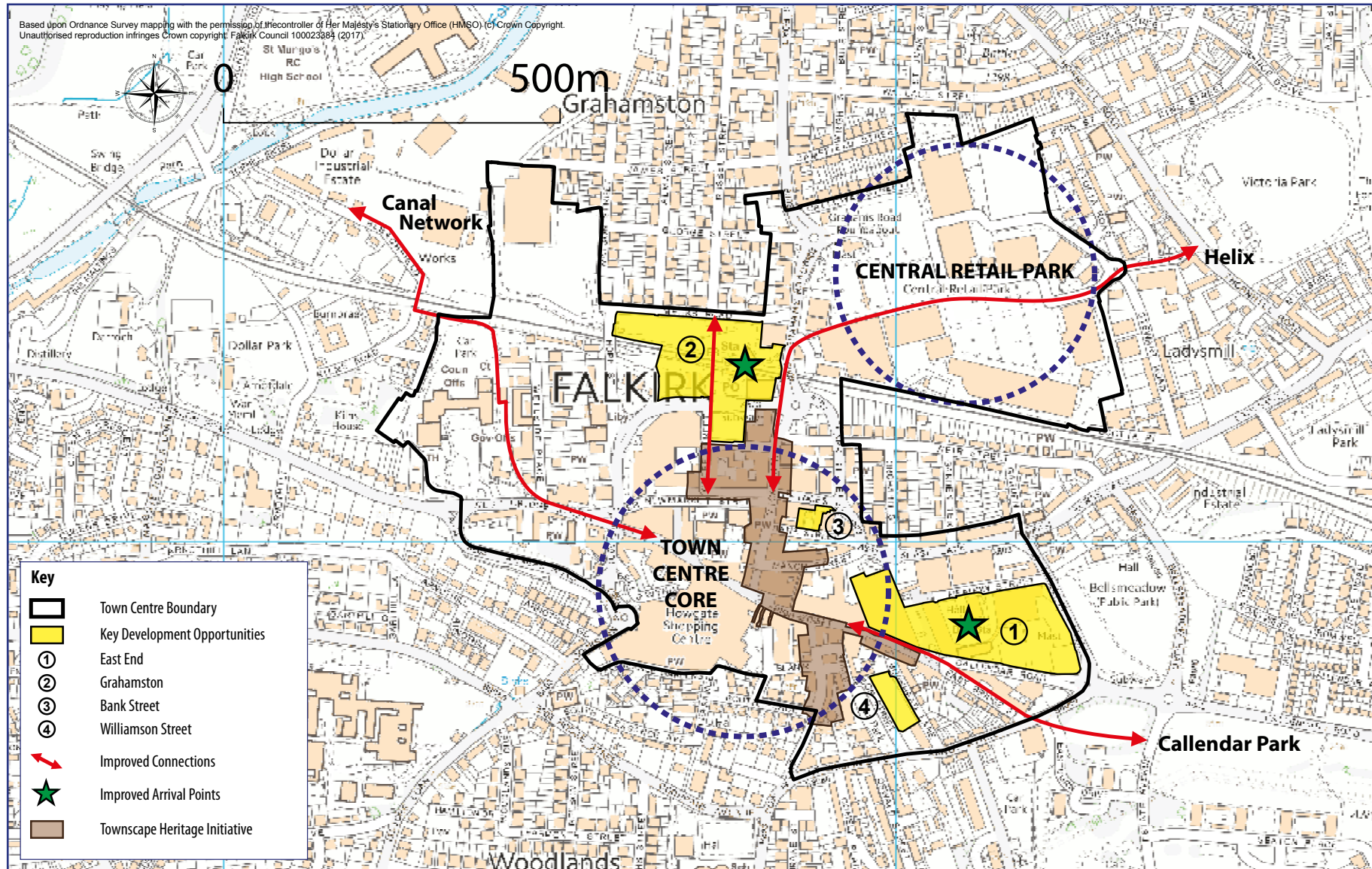
Exclude Central Retail Park from the defined boundary of the Town Centre.

How does this differ from LDP1?

The preferred option differs from LDP1 by offering more flexibility of use in the Town Centre, relaxing developer contributions on residential development in the Town Centre, and recognising the potential for new uses in Callendar Square as part of the East End development opportunity.



Figure 5.5 Falkirk Town Centre Opportunities



Issue 7: Town Centres

District and Local Centres

5.36 The four district centres of Bo'ness, Denny, Grangemouth and Stenhousemuir provide convenience shopping and services to these larger towns. They are less dependent on national retailers and have remained relatively stable over the last five years. Stenhousemuir and Bo'ness have benefited from regeneration projects, and Denny is undergoing major redevelopment. A regeneration initiative in Grangemouth failed to attract any viable bids. LDP1 highlighted the potential for enhanced food shopping in Bo'ness and Denny, where leakage of local expenditure remains an issue, but there has been limited development interest. There is unlikely to be scope for any significant new foodstores.

5.37 The local centres vary in size and character. Camelon has grown to a scale comparable to the smaller district centres. Newcarron has suffered by comparison and the Carron Centre needs restructuring to achieve a sustainable balance of uses. It remains an important centre, serving the growing area of North Falkirk.

5.38 Preferred Option

1. Continue to promote mixed use opportunities in the district centres, but with enhanced food shopping no longer a particular focus.
2. Identify the Carron Centre as an opportunity for redevelopment for mixed use, including retail, food and drink, community uses, and residential.

Alternative

Enhanced food shopping could be retained as a continuing aspiration in Bo'ness and Denny.

How does this differ from LDP1?

The preferred option differs from LDP1 in that it no longer specifically promotes enhanced food shopping in Bo'ness and Denny, adopting instead a more flexible, mixed use approach to development opportunities.



Issue 8: Tourism

Key Question: Are there additional opportunities to capitalise on the growth of tourism in the area?

5.39 Tourism has been a growth sector in the area over the last five years, reflected in growing visitor numbers and expenditure. The opening of the Helix and the Kelpies has provided another national attraction to complement the Falkirk Wheel. A new Tourism Strategy for the area was prepared in 2015, and seeks to build on this progress, through targeting key markets, providing enjoyable and marketable experiences, and improving the 'customer journey'.

5.40 LDP1 provides a spatial strategy for tourism based on a series of networks or themes, and associated nodes. This provides a basis for directing investment opportunities, and remains robust and relevant. A number of site specific proposals within the plan present tourism opportunities which are related to the networks, themes and nodes, and these will likewise be carried forward into LDP2. The main issue now is to consider whether there are additional opportunities which should be recognised in LDP2.

Town Centres

5.41 Falkirk and Bo'ness Town Centres are both currently identified as tourism nodes. Key opportunities exist to boost the vitality of both centres and their appeal for visitors. There is particular potential for new tourism accommodation in Falkirk.

Canal Network

5.42 The Kelpies/Helix have added a very successful new node to the canal network, complementing the Falkirk Wheel. There may be scope for some limited additional visitor facilities of high design quality at the Kelpies, but it is expected that the focus for further development at this node will be the adjacent Falkirk Gateway.

5.43 At the Falkirk Wheel, Scottish Canals have continued to improve the quality of facilities available, including space for small businesses. There remain further opportunities in the surrounding area for enhancing visitor infrastructure and lengthening visit times. The adjacent greenspace has potential for recreational use. An opportunity exists for hotel accommodation, close to the Wheel, at the underused park & ride facility on the A803 at Wester Carmuir, north of the Falkirk Wheel. This would complement hotel opportunities within Falkirk Town Centre and at the Falkirk Gateway. There will be a continuing focus on revitalising and improving the environment of the Falkirk canal corridor between the Wheel and the Kelpies, including the development proposals at Portdownie and Rosebank.

Central Scotland Green Network

5.44 The new paths and greenspaces created in the area over the past 20 years are supporting growth in tourism based on outdoor recreation. LDP1 identified several key nodes which provide local or strategic gateways to the green network, including the Helix, the Falkirk Wheel, Callendar Park, Kinneil and Muiravonside. Related greenspace opportunities are identified under Issue 2: Green Network. A specific commercial opportunity for a tourism business exists at Kinneil, within the walled garden of the estate. This would complement plans to enhance the historical and recreational potential of the estate for visitors.

Antonine Wall

5.45 The Antonine Wall World Heritage Site is a key linear asset with potential for increased access, awareness and interpretation. The management plan and local action plan include measures to enhance its profile. Identified nodes include Callendar House/Park, the Falkirk Wheel and Kinneil. A proposal for an Antonine Wall trail is included as a greenspace opportunity under Issue 2: Green Network.

Gateway Services

5.46 These are key points of access from the strategic transport network where visitors can access services including accommodation and catering. Falkirk Town Centre, the Helix/Falkirk Gateway, the Falkirk Wheel and Gilston are the principal nodes.

5.47 LDP1 contains policies for assessing any other tourism proposals which come forward, and these policies will be continued, with support given to those developments which meet the relevant criteria.

5.48 Preferred Option

Maintain the existing framework of themes and nodes as the basis for tourism development. Identify additional tourism opportunities at the Falkirk Wheel (Site 204), Wester Carmuir, Falkirk (Site 197) and Kinneil walled garden (Site 196).

Alternative

Additional sites for tourism development were proposed through 'call for sites' submissions for the whisky distillery at Beancross, and at Airth, associated with the Pineapple. These could have been given allocations. However, the distillery is under construction and does not need an allocation. The proposal at Airth is linked to a larger housing proposal which is not a preferred option.

How does this differ from LDP1?

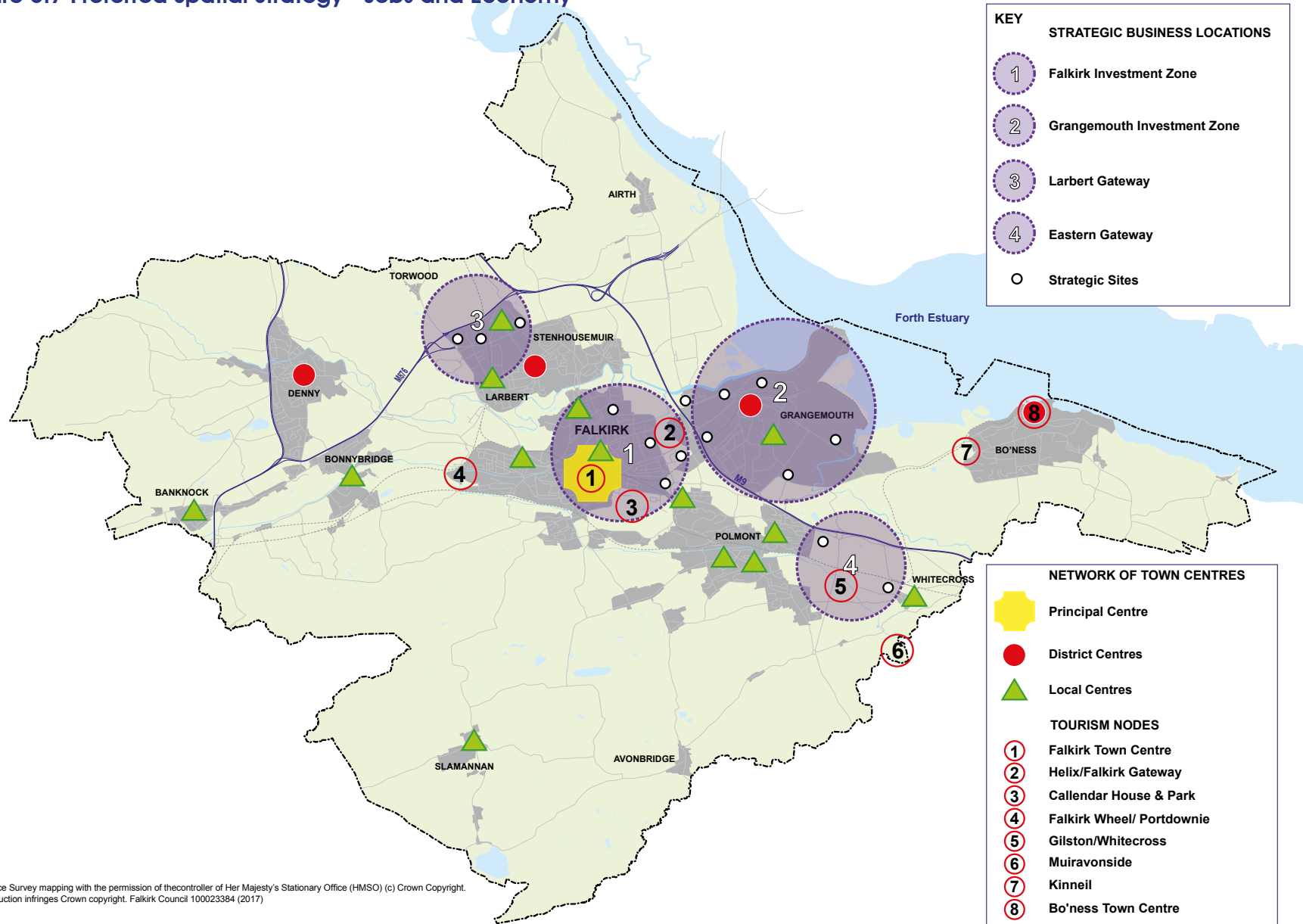
The preferred option adds further sites to the menu of opportunities for tourism development in the area.

Issue 8: Tourism

Figure 5.6 Tourism Nodes, Themes and Opportunities

Tourism Nodes	Tourism Themes/Networks					Development Opportunities	Related Green Network Opportunities
	Town Centres	Canal Corridor	Central Scotland Green Network	Antonine Wall	Gateway Services		
Falkirk Town Centre	●				●	Grahamston (Site 70) East End (Site 71)	
Bo'ness Town Centre	●					Links Road (Site 198)	(1) John Muir Way
Callendar House/Park			●	●			(1) John Muir Way (25) Callendar Park and Wood (26) Antonine Wall Trail
Helix/Falkirk Gateway		●	●		●	Falkirk Gateway (Site 80) Falkirk Stadium (Site 81)	(6) Helix (21) Falkirk Canal Corridor
Falkirk Wheel/Portdownie		●	●	●	●	Portdownie (Site 68) Rosebank (Site 84) Wester Carmuir P&R (Site 197) Falkirk Wheel (Site 204)	(21) Falkirk Canal Corridor
Gilston/Whitecross		●	●		●	Gilston (Site 95) Whitecross (Site 76) A801 Union Canal (Site 203)	
Kinneil			●	●		Kinneil Walled Garden (Site 196)	(9) Kinneil Estate
Muiravonside		●	●				(19) Muiravonside

Figure 5.7 Preferred Spatial Strategy - Jobs and Economy



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Issue 9: Infrastructure

Key Question: What infrastructure is needed to support growth and how can we deliver it?

- 6.01** The delivery of infrastructure to support economic growth has been a major challenge for Falkirk over recent years, and will continue to be so over the period of LDP2. Investment has continued to take place in education, transport, and drainage over the past five years, but a significant number of projects remain to be delivered and further needs have arisen in the meantime.
- 6.02** Against this background, the Council is cautious about promoting additional large scale growth areas, where additional major infrastructure is required, especially where the extent and timing of new infrastructure may well render development unviable. The preferred community growth options are based on making maximum use of existing infrastructure and planned upgrades.

Transport

- 6.03** Whilst accessibility to the motorway network is generally good and has been improved at certain key junctions since 2010, there are remaining junctions on the M9 and M80 where capacity needs to be enhanced to accommodate committed development. The A801 upgrade also remains outstanding.
- 6.04** On the local road network, growth will continue to put pressure on the main access routes in and around Falkirk. Corridor improvements along the A904 and A803 on the eastern and western sides of the town will be critical to unlocking development potential. The former are being progressed through the Tax Increment Financing (TIF) Initiative, in conjunction with the Falkirk Gateway. In Denny, progress is now being made to address congestion issues at Denny Cross with the construction of Phase 2 of the Denny Eastern Access Road. The completion of the remainder of the road may extend beyond 2020.

- 6.05** The major strategic improvements to the existing rail network, through the EGIP electrification project, will be completed before 2020. Rail station car parking has been increased over the years to address increasing rail patronage. Although there are continuing pressures, scope for further facilities is now limited by lack of available sites. LDP1 also safeguards sites for possible new railway stations at Grangemouth and Bonnybridge. The feasibility of these may be affected by changes to services post-electrification. The Council will continue to support improvement of Falkirk Bus Station, facilitated if possible by wider redevelopment at the East End of the Town Centre. The Council will continue to explore opportunities for introducing or extending bus lanes on the arterial routes into Falkirk as development proposals come forward.
- 6.06** Active travel opportunities continue to be identified to add to the extensive network of paths and cycleways already established across the area. Several additions to the existing network have been prioritised for delivery through the next plan period which will also contribute to the development of the Central Scotland Green Network. At the Falkirk Gateway, Stadium and the Helix, the A904 corridor improvements are likely to incorporate new cycle/ pedestrian facilities to improve movement within this key area.
- 6.07** In overall terms, the net amount of additional growth proposed through the Main Issues Report is unlikely to require any significant upgrades to the strategic transport network over and above those already identified. The need for new sites to contribute to the local transport network will be assessed on a site by site basis.



Issue 9: Infrastructure

Drainage and Flooding

- 6.08** The upgrading of several Waste Water Treatment Works was identified in LDP1 to accommodate new development. Airth has been completed and Torwood will be completed by 2020. Other projects will be carried over into LDP2, with programming linked to the progress of development proposals.
- 6.09** In 2016, Local Flood Risk Management Plans covering the Falkirk area were published, identifying key actions and how they will be delivered. The major project is the flood protection scheme for Grangemouth, which is already identified in LDP1 and on which preparatory studies are well underway. Surface water flooding issues across parts of the Council area, which are related to drainage network capacity, have been investigated through an integrated catchment study. This will inform the preparation of surface water management plans. The existing policy on flooding in LDP1 will be continued, implementing Scottish Planning Policy's flood risk framework at the local level.

Education and Healthcare

- 6.10** Education capacity remains an issue, notwithstanding improvements to the school estate over recent years. At secondary level, plans to extend capacity at Larbert High School are in hand, whilst some other high schools are subject to longer term capacity risks. LDP1 highlighted a number of primary school extensions required to accommodate growth at Banknock, Head of Muir, Denny, Bantaskin and Maddiston. In addition, a permanent extension at Kinnaird will be required, and additional preferred sites in this Main Issues Report may necessitate enhanced capacity at Victoria Primary School. The new Forth Valley College campus is expected to be completed by 2019.

- 6.11** In terms of healthcare, issues exist at a localised level with some local GP practices coming under pressure currently in the Denny and Bonnybridge/Banknock settlement areas. The policy approach established in LDP1 will continue, that in those areas identified by NHS Forth Valley where capacity is pressured the cost of new provision will be supplemented by appropriate developer contributions.

Cemeteries

- 6.12** Over the last five years, future cemetery capacity has become an issue. An extension to Polmont cemetery has been created, and some additional capacity has been achieved through internal reordering at other facilities. However, there remains a need for further provision, with investigations focusing on potential extensions at Camelon, Hills of Dunipace, Grandsable (Weedingshall) and Muiravonside. Options are currently being assessed against stringent SEPA requirements. Ground conditions will present challenges, and the use of some areas may be limited. Depending on the final outcome of assessments, further work may be needed on how burial needs may be met in the future.

Outdoor Sports Facilities

- 6.13** Scottish Planning Policy requires planning authorities to safeguard all outdoor sports facilities from development except in tightly defined circumstances. Outdoor sports facilities are defined to include outdoor playing fields, outdoor athletics tracks, golf courses, outdoor tennis courts and outdoor bowling greens. The Council's open space policy currently offers protection to playing fields and sports pitches, but needs to be updated to cover this wider definition of outdoor sports facilities.
- 6.14** The Council and Falkirk Community Trust are encouraging the development of a network of strategic sports pitch sites, each one with at least one floodlit 'third generation' (3G) artificial pitch, designed primarily for football, plus at least one floodlit 5 or 7-a-side 3G pitch and possibly one or more grass pitches, complemented by good quality changing and other ancillary accommodation, including social facilities. This has the potential to provide teams with much better facilities for weekend matches; to allow more teams to take part in mid-week training and therefore raise standards of play; and to support the development of mid-week leagues, potentially reducing the need for pitches at the weekend. 3G pitch provision already exists at Ochilview in Stenhousemuir, at the Falkirk Stadium and at LK Galaxy in Grangemouth and the Council and Community Trust are working towards the development of additional 3G pitch hubs.

Issue 9: Infrastructure

Delivery and Funding

- 6.15** Given the likely continuing financial pressures on public and private sectors, the funding and delivery of infrastructure will continue to be challenging. Indeed, delivery of infrastructure has been a particular focus of the current review of the planning system, with the independent panel report advocating 'an infrastructure first approach to planning and development', identifying problems with the current approach, and recommending that alternative mechanisms such as an infrastructure levy be examined.
- 6.16** In the meantime, the Council and other public sector partners will use limited capital budgets as effectively as possible, augmented by external funding sources where available. The Council's Tax Increment Finance (TIF) initiative will assist with the funding of a number of schemes, where they will assist in unlocking sites for business development. M9 Junction 5, the Falkirk A904 Corridor, the A801 Corridor and the Grangemouth Flood Protection Scheme are all included in the TIF programme.
- 6.17** However, particularly in respect of infrastructure needed to serve new housing development, developer contributions will continue to play an important role. The Council will continue to set out contribution requirements for certain types of infrastructure (e.g. education, healthcare and open space/green infrastructure), and intends to consolidate this generic guidance into a single supplementary guidance note. Bespoke guidance for specific sites or items of infrastructure will be promoted where appropriate. The guidance in Circular 3/2012 will continue to be adhered to. At the same time, the problems and limitations of developer contributions are recognised, particularly where land values are low. Development viability will continue to be a material consideration in applying contribution rates, and the Council recognises the need to phase contributions appropriately. Contribution rates and any applicable thresholds will be reviewed.

- 6.18** Updated guidance on developer contributions will also clarify an issue with regard to the sub division of sites allocated in the LDP into separate planning applications for parts of the site. Where sites are subject to sub division, it will be the capacity of the whole site which will determine whether a particular threshold for the payment of contributions has been exceeded.

6.19 Preferred Option

1. The infrastructure projects listed in Figure 6.1 and shown in Figure 6.2 will be promoted in LDP2 to support the sustainable growth of the area.
2. Delivery of the infrastructure will be through the capital programmes of the Council and relevant infrastructure providers, the TIF programme, other external funding sources where available, and developer contributions.
3. The nature and level of developer contributions will be set out in policy and consolidated supplementary guidance, and will be related and proportionate to the impacts of individual developments on local infrastructure.
4. The LDP1 policy on protection of open space will be extended to include all outdoor sports facilities as required by Scottish Planning Policy.

Alternative

An alternative approach to developer contributions might involve a more global infrastructure levy on development, based on total infrastructure costs across the area or a particular settlement. It is recognised that funding and delivery mechanisms will be looked at nationally through the review of the planning system, and other options may emerge in time.

How does this differ from LDP1?

The range of infrastructure proposals has been amended to reflect progress on implementation and additional projects. The preferred policy approach to delivery is similar to that of LDP1.

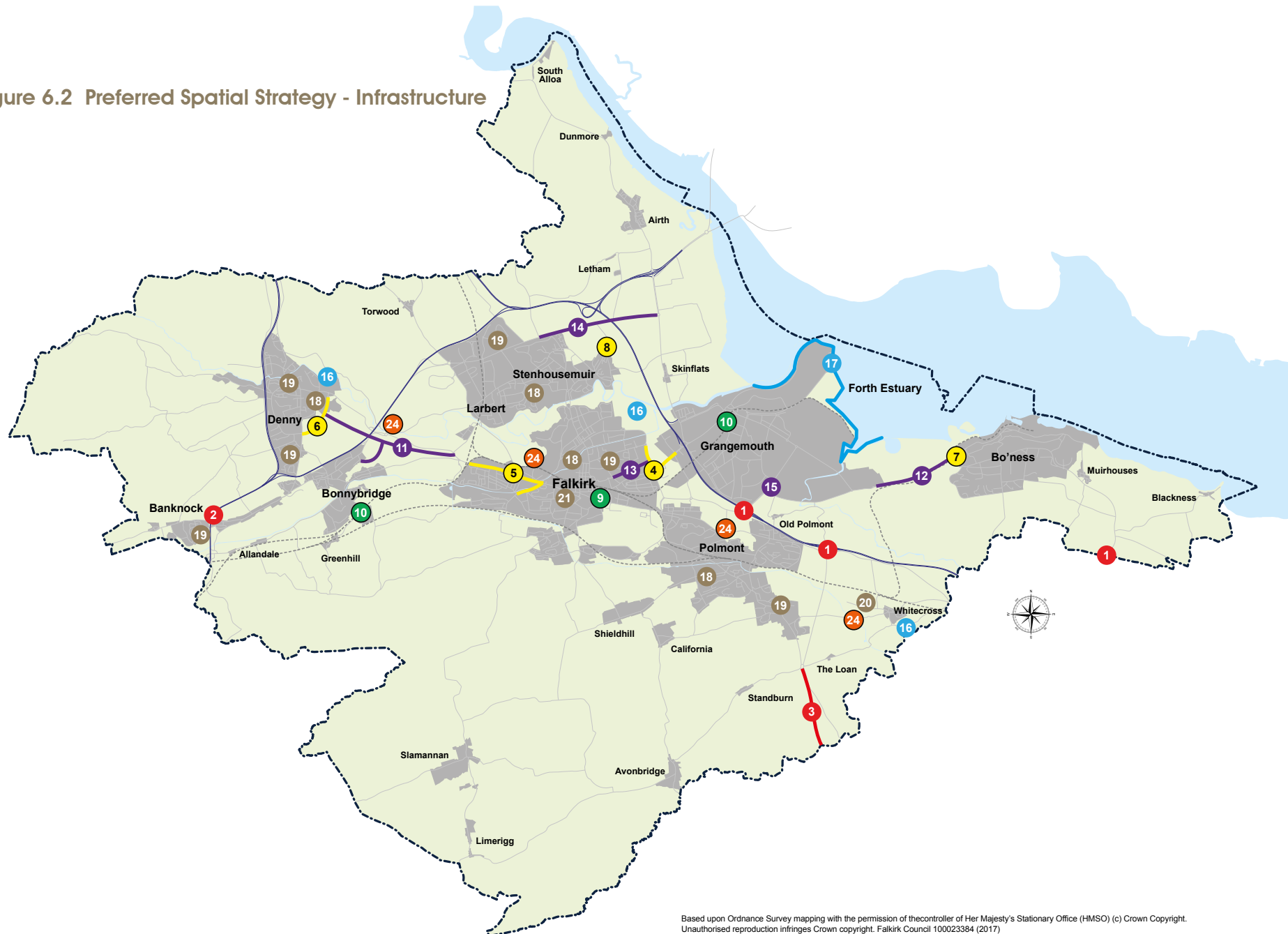


Issue 9: Infrastructure

Figure 6.1 Infrastructure Proposals

Type		Proposals
Strategic Transport	1	M9 Junctions 3, 4 and 5 Improvements
	2	M80 Junction 7 Improvement
	3	A801 Corridor (Avon Gorge)
Local Transport	4	Falkirk A904 Corridor Improvements
	5	Falkirk A803 Corridor Improvements
	6	Denny Eastern Access Road (Phases 2/3) and Denny Cross Upgrade
	7	A904/A993 Junction Improvement, Bo'ness
	8	C116 Waterslap Road Improvement, Carronshore
Public Transport	9	Falkirk Bus Station Improvement
	10	Rail station site safeguarding at Bonnybridge and Grangemouth
Active Travel	11	Falkirk - Denny/Bonnybridge Path
	12	Bo'ness - Grangemouth path and A904 Road Realignment
	13	Helix - Falkirk Town Centre Path
	14	A88 (Antonshill to A905) Path, Stenhousemuir
	15	B9143 Inchyra Road Path, Grangemouth
Drainage and Flood Management	16	Upgrades to support development at Whitecross, Denny and Dalderse WWTWs
	17	Grangemouth Flood Protection Scheme
Education, Healthcare and Community Facilities	18	Secondary School Capacity Enhancement (Larbert, St Mungo's, Braes, and Denny)
	19	Primary School Capacity Enhancement (Kinnaird, Denny, Maddiston, Bankier, Victoria, Head of Muir)
	20	New Whitecross Primary School
	21	Falkirk Community Hospital
	22	Capacity Enhancements at GP Surgeries in Denny and Bonnybridge/Banknock areas (Locations still to be determined)
	23	3G Pitches (Locations still to be determined)
Cemeteries	24	Cemetery Extensions (Camelon, Muiravonside, Hills of Dunipace, Weedingshall)

Figure 6.2 Preferred Spatial Strategy - Infrastructure



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Issue 10: Energy

Key Question: How can we meet energy needs and move towards a low carbon economy?

Low Carbon Energy Generation

- 6.20** The need to reduce greenhouse gas emissions from the energy sector remains a key Scottish Government priority. Ambitious targets have been set for the proportion of electricity and heat demand which should be met from renewable sources, and planning has an important role in promoting energy generation technologies which will move us to a low carbon economy.
- 6.21** In the Council area, onshore wind remains the most significant renewable technology and several commercial schemes are now in operation. However, future growth in wind and other technologies is highly dependent on subsidy levels, which are currently reducing. Grangemouth has the potential to become a centre for low carbon energy, evidenced by the extant consent for a large scale biomass plant in the docks, the NPF3 National Development for thermal energy generation with carbon capture and storage (CCS), and considerable interest in the development of energy from waste proposals on vacant industrial sites in the town.
- 6.22** At present, LDP1 has a criteria based policy dealing with renewable energy, together with two supplementary guidance documents: SG14, which provides a spatial framework and guidance on wind energy developments; and SG17 which provides advice on other forms of renewable technology. In line with Scottish Planning Policy, LDP2 will introduce a new policy which embraces all energy developments, providing guidance on the considerations to be taken into account, including environmental, economic and social impacts, and how proposals fit with national policies on reducing greenhouse gas emissions. The spatial framework for wind energy will be incorporated into LDP2, and detailed guidance on renewable energy technologies will be consolidated into a single supplementary guidance document.

6.23 Preferred Option

1. Introduce a policy on energy developments, incorporate the wind energy spatial framework into LDP2 (as currently expressed in SG14) and consolidate guidance on renewable technologies into a single supplementary guidance document.
2. Allocate a site in Grangemouth Docks (sites 128, 162 and 163) for a power station with carbon capture and storage in accordance with NPF3.

Alternative

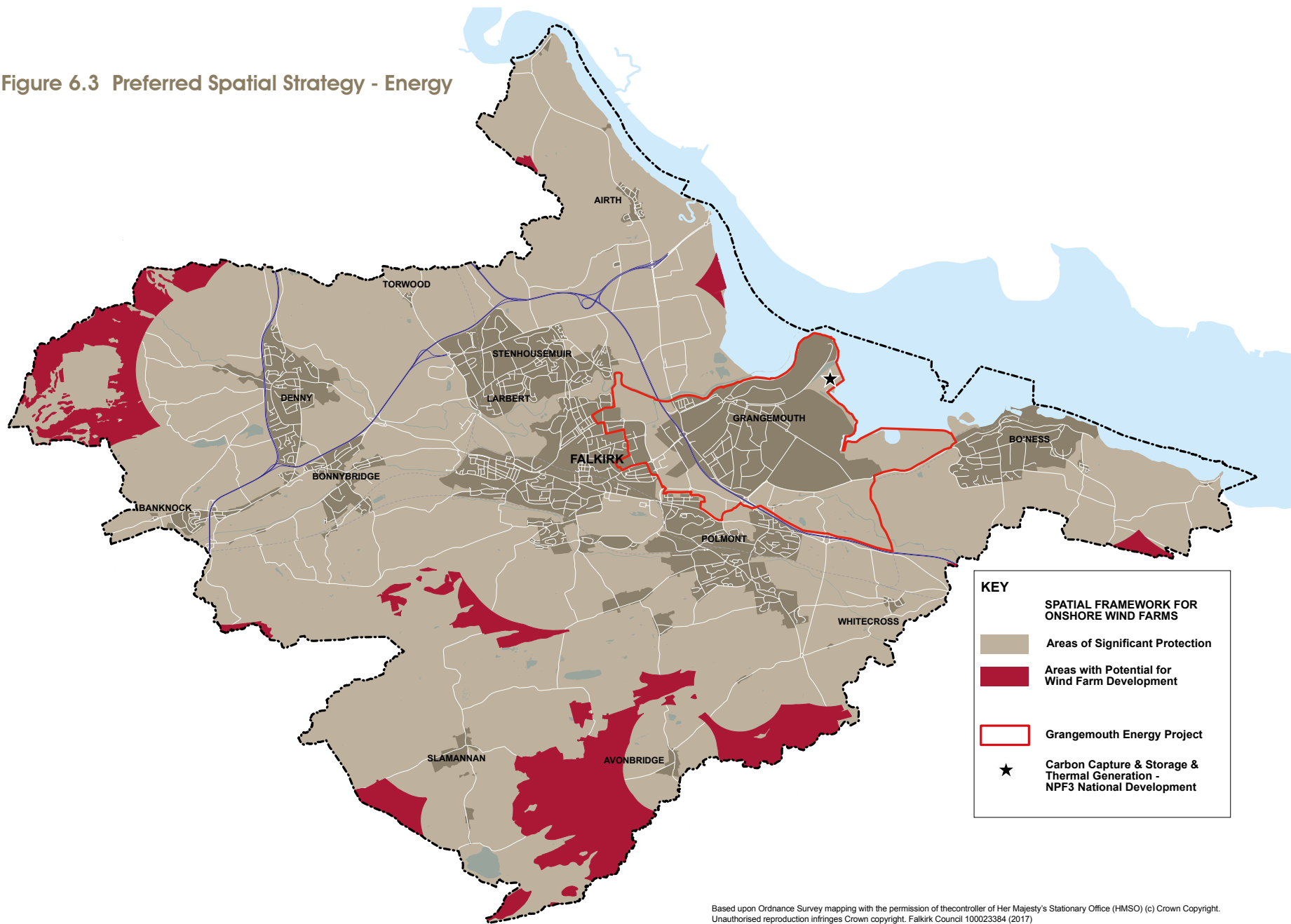
No alternative sites for the CCS plant have been proposed or assessed, although it is possible that it could be accommodated within vacant land at Ineos.

How does this differ from LDP1?

The preferred option differs from LDP1 by introducing a more broadly based policy on energy developments, rather than purely focusing on renewables. The wind energy framework is transferred to the LDP from supplementary guidance to give it more prominence. The CCS project is now identified as a site-specific proposal, rather than as a broad location as in LDP1.



Figure 6.3 Preferred Spatial Strategy - Energy



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Issue 10: Energy

Heat Networks

- 6.24** Planning has an important role to play in the development of heat networks, whereby sources of heat supply are connected to developments with high heat demand. Heat produced by energy generation, or recovered from industrial processes or groundwater, can be conveyed via district heating systems to commercial or residential heat users.
- 6.25** LDP1 gives general support to heat recovery and recycling through combined heat and power and district heating schemes in major new developments. SG17 on Renewable Energy outlines progress on using heat mapping in the area to identify areas of heat demand, potential 'anchor' loads and heat sources, and opportunities for co-location. The main strategic focus for the potential development of heat networks is in and around Grangemouth where there is a cluster of potential heat sources and heat anchors which could be linked, raising the possibility of reducing energy costs for business and domestic users. Work carried out as part of the Grangemouth Energy Project has identified three potential network areas (Figure 6.4) which could be developed, and a business case is to be progressed for two of these. It is proposed that these areas of potential be built into the spatial strategy for LDP1, along with a strengthened policy supporting district heating, including the 'future-proofing' of sites.

6.26 Preferred Option

Strengthen the policy on heat networks and the incorporation of district heating into major new developments. Identify the network opportunities associated with the Grangemouth Energy Project within the spatial strategy.

Alternatives

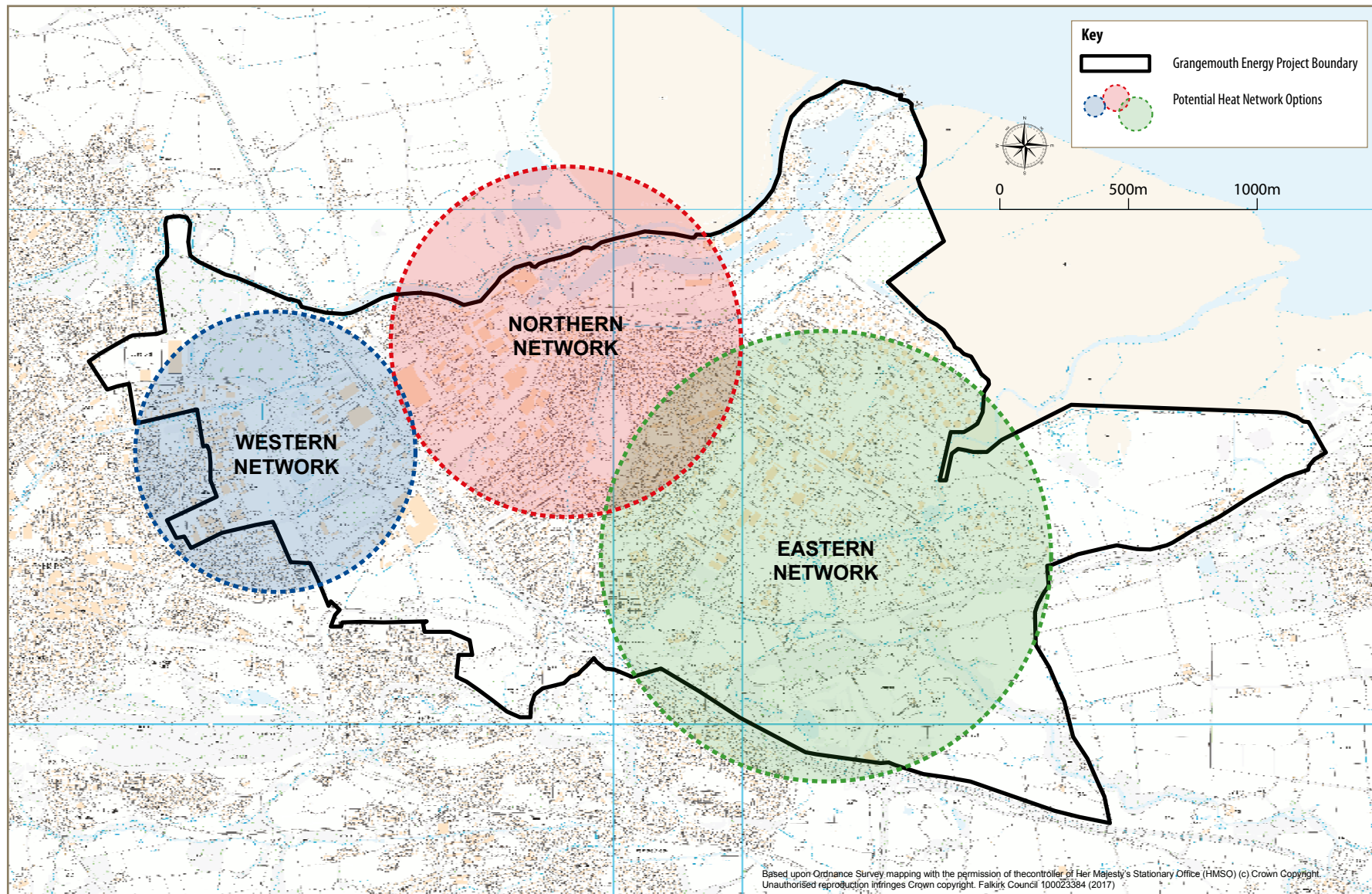
The potential networks within the Grangemouth Energy Project are effectively alternatives in terms of where investment in infrastructure might be prioritised. However, it is too early to commit to any one option, pending the development of the relevant business cases.

How does this differ from LDP1?

The preferred option will strengthen the coverage of heat networks in LDP2, as compared to LDP1, and will identify network opportunities for the first time.



Figure 6.4 Grangemouth Energy Project - Options



Issue 10: Energy

Section 72 Requirements: Low and Zero Carbon Generating Technology

- 6.27** Section 72 of the Climate Change (Scotland) Act 2009 introduced Section 3F into the Town and Country Planning (Scotland) Act 1997 which requires local development plans to include policies to ensure that all new buildings avoid a specified and rising proportion of the projected greenhouse gas emissions from their use through the installation and operation of low and zero carbon generating technologies (LZCGT).
- 6.28** LDP1 includes such as policy, and supplementary guidance provides further guidance on its implementation. There has been difficulty in implementing the policy, with a range of reasons given by developers as to why it is not practical to include LZCGT. There is a preference to focus on energy efficiency of the fabric of the building, rather than additional LZCGT equipment which increases building costs and may not be wanted by users. The latest Scottish Government review of the operation of Section 72 was unable to find evidence of the benefits of the provision. However, the legislative requirement to have a policy remains, and it will be necessary to consider increasing the required level of emissions reduction.

6.29 Preferred Option

1. Within the policy on Low and Zero Carbon Generating Technologies, increase the proportion of the emissions reduction required by the policy to 12%, to reflect changes to Scottish Building Standards.
2. Review the scope of exemptions and the definition of relevant technical and practical constraints within the policy and supporting supplementary guidance to address current implementation difficulties.

Alternative

The policy is required by legislation, so there is no alternative. However, the proportion of emissions reduction required through LZCGT could be increased by a greater amount.

How does this differ from LDP1?

The preferred option differs from LDP1 by increasing the proportion of emissions reduction through LZCGT from the current 10% to 12%



Issue 11: Onshore Gas, Minerals and Waste

Key Question: Do existing policies on mineral and gas extraction, and waste management accord with national policy?

Onshore Gas and Minerals

- 6.30** Scottish Planning Policy states that the planning system should recognise the national benefits of indigenous coal, oil and gas production in maintaining a diverse energy mix and improving energy security. The Council area has reserves of coal, but scope for its economic extraction by opencast methods currently appears limited. Nonetheless, areas of search for surface coal mining continue to be identified in LDP1, and it is not envisaged that these will be subject to change.
- 6.31** The area 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. Scottish Planning Policy sets out requirements in respect of onshore gas and oil proposals, covering the identification of PEDL areas, environmental and community safeguards, and the scope of information to be provided with applications. These were incorporated into LDP1's general mineral policies by the Examination Reporter.
- 6.32** In 2015, the Scottish Government announced a moratorium on granting consents for unconventional oil and gas developments, pending further public consultation and research. In 2016, the Government confirmed that it would not support underground coal gasification.
- 6.33** Representations have been made seeking a separate policy in the LDP dealing with onshore oil and gas development. However, in advance of the outcome of the present Scottish Government review, it is not considered appropriate to propose changes to the current policy or how it is presented in the plan. The matter will be reconsidered when the outcome of the review, and consequent changes to Scottish Planning Policy, are published.

6.34 Preferred Option

Maintain the current policy on onshore gas and oil developments, embedded within the general mineral policies, pending the outcome of the Scottish Government review.

Alternative

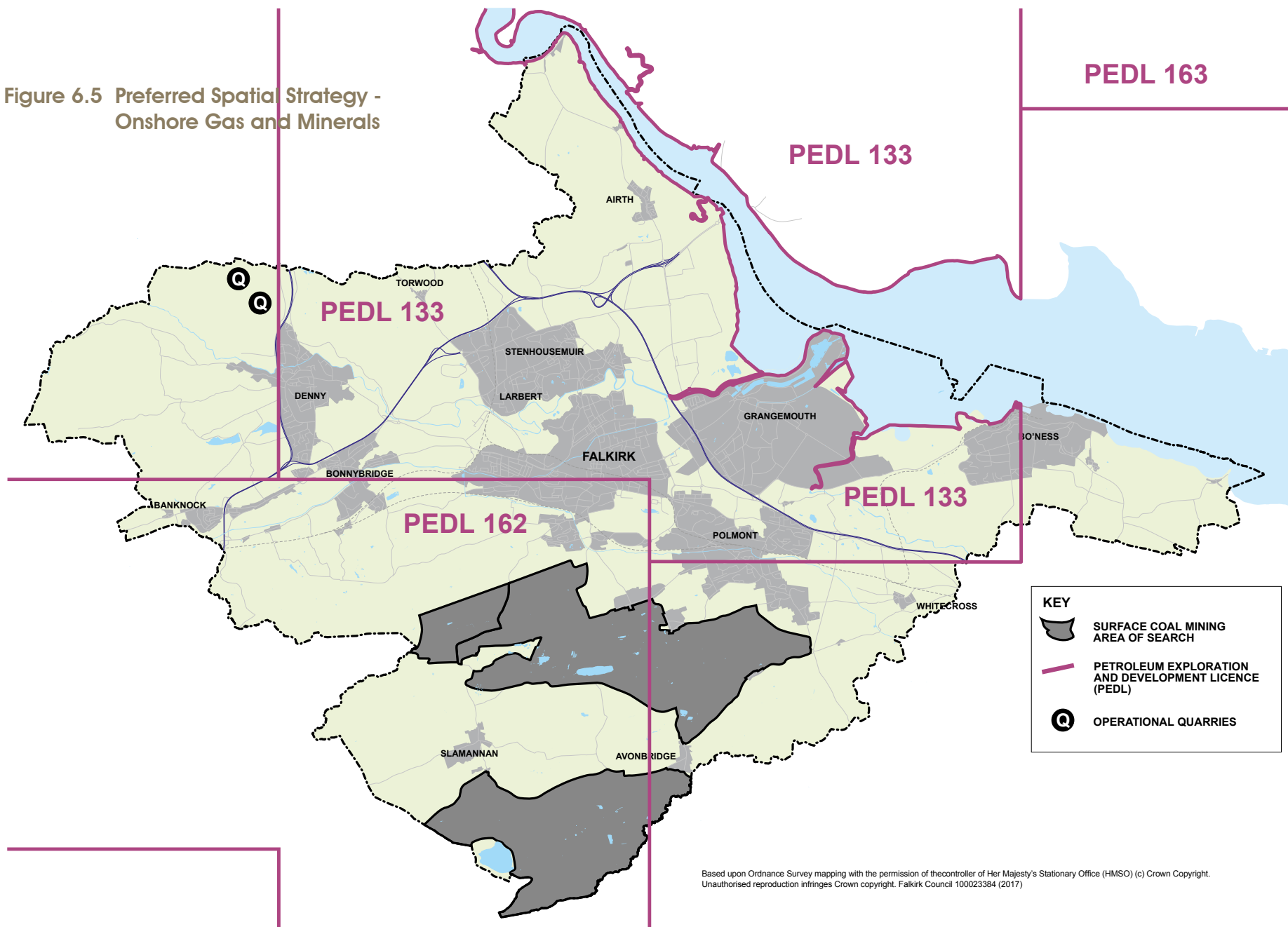
Promote a separate policy dealing with onshore oil and gas developments.

How does this differ from LDP1?

The preferred option is the same as the LDP1. The alternative would involve dealing with onshore oil and gas developments through a separate policy, as opposed to integrating it with general mineral policies as in LDP1.



Figure 6.5 Preferred Spatial Strategy - Onshore Gas and Minerals



Issue 11: Onshore Gas, Minerals and Waste

Waste

- 6.35** The Zero Waste Plan and Scottish Planning Policy requirements have not changed significantly since LDP1. The annual targets currently identify a shortfall of 65,000 tonnes of operational capacity for the Forth Valley area for waste management facilities to manage unsorted waste, 45,000 tonnes to manage sorted waste and a requirement for 1.2 million tonnes of 10 year rolling landfill capacity.
- 6.36** An energy from waste facility has recently been granted permission at Avondale with a capacity of 32,850 tonnes and a further application is under consideration for a 200,000 tonne facility in Grangemouth. These proposals are for unsorted residual waste, and demonstrate that needs are being met through the operation of the current policy.
- 6.37** The two main landfill sites for the Forth Valley area are at Avondale in Polmont and West Carron in Larbert. The most up-to-date landfill capacity for the Forth Valley area is 2.775 million tonnes, all of which is within the Falkirk Council area. A site to the east of the existing Avondale site has been safeguarded in successive plans for additional landfill, but has not yet been taken forward. Landfill capacity requirements continue to decrease as recycling rates are maintained and biodegradable municipal waste is banned from landfill by 2021. Given that existing capacity is more than double the 10 year rolling requirement, it is not proposed to take the safeguarding of the Avondale extension forward into LDP2.

6.38 Preferred Option

1. Remove the site safeguarding for additional landfill capacity at Avondale (site 97).
2. Maintain the existing general policy on the location of waste management facilities which supports their location on business and industry sites.
3. Continue to identify operational waste management sites on the proposals map.

Alternatives

1. Maintain the safeguarded site at Avondale.
2. Identify specific sites for waste management facilities, rather than rely on the generic waste management policy.

How does this differ from LDP1?

The preferred option removes the safeguarding of additional land for future landfill at Avondale.





Appendix 1 : Main Issues Report - Site Schedules

Site Schedules - Explanatory Note




The site schedules show all existing LDP1 sites and all potential new sites considered by the Main Issues Report, including all sites submitted through the 'Call for Sites' process. It identifies their status within the Main Issues Report, i.e. whether they are preferred, non-preferred or de-allocated.

For the residential and mixed use sites, information on the overall housing capacity is given and, where sites are proposed for allocation, an estimate of the number of houses to be built in the initial plan period 2020-30, as taken from the 2016 Housing Land Audit. Where there is no output estimated for 2020-30, this may mean that the Housing Land Audit indicates that they will be completed by 2020, or that there is too high a degree of uncertainty about delivery timescales to make a meaningful estimate.




The map key below links to the colour coding in the schedules.

Key




Housing

-  Existing Site Carried Forward
-  Preferred New Site
-  Non Preferred/De-allocated Site




Mixed Use (Residential/Employment/Community)

-  Existing Site Carried Forward
-  Preferred New Site
-  Non Preferred/De-allocated Site

Employment

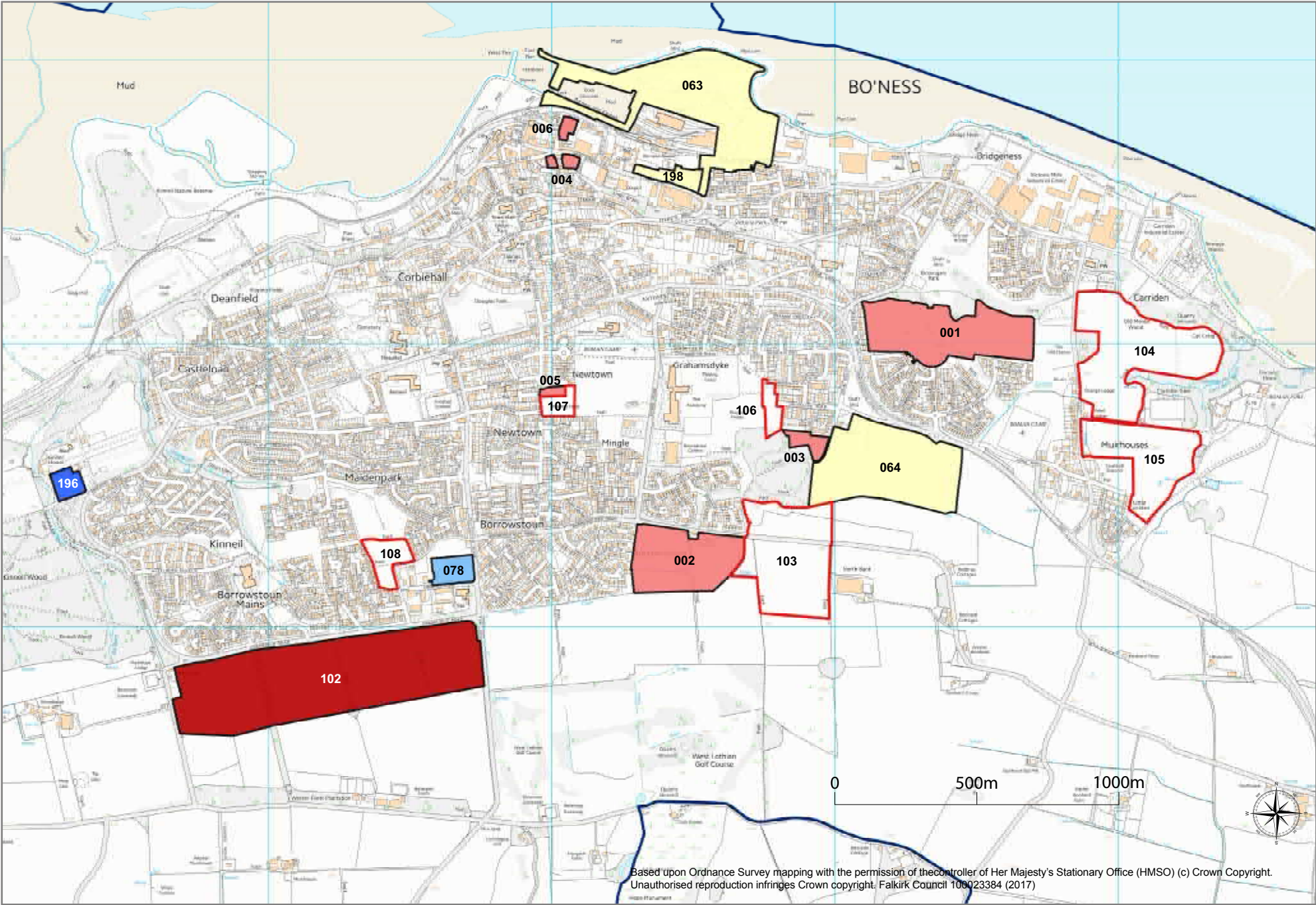
-  Existing Site Carried Forward
-  Preferred New Site
-  Non Preferred/De-allocated Site

Infrastructure

-  Existing Site Carried Forward
-  Preferred New Site
-  Non Preferred/De-allocated Site

Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Housing						
001	H01	Drum Farm North	10.3	183	103	Existing LDP1 Site Carried Forward.
002	H02	Kinglass Farm 1	7.9	167	54	Existing LDP1 Site Carried Forward.
003	H03	Kinglass Farm 2	0.9	25	-	Existing LDP1 Site Carried Forward.
004	H04	South Street/Main Street	0.4	21	10	Existing LDP1 Site Carried Forward.
005	H05	Cadzow Avenue 1	0.3	27	-	Existing LDP1 Site Carried Forward.
006	H06	Union Street	0.4	12	-	Existing LDP1 Site Carried Forward.
102		Crawfield Road	27.4	450	450	Preferred New Site.
103		North Bank Farm	11.3	200	-	Non Preferred Site.
104		Carriden Brae North	13.2	300	-	Non Preferred Site.
105		East Muirhouses	7.8	150	-	Non Preferred Site.
106		Drumacree Road	1.0	28	-	Open Space Site. Separate assessment required. <i>Note 1.</i>
107		Cadzow Avenue 2	1.0	25	-	Open Space Site. Separate assessment required. <i>Note 1.</i>
108		Pennelton Place	1.9	25	-	Open Space Site. Separate assessment required. <i>Note 1.</i>
Mixed Use (Residential/Employment/Community)						
063	M01	Bo'ness Foreshore	17.5	700	-	Existing LDP1 Site Carried Forward.
064	M02	Drum Farm South	13.0	220	170	Existing LDP1 Site Carried Forward. Proposed increased residential use.
198	M01	Links Road	1.2	50	-	Existing LDP1 Site Carried Forward.
Employment						
078	ED01	Bo'mains Industrial Estate	1.8	n/a	n/a	Existing LDP1 Site Carried Forward.
196		Kinneil Walled Garden	1.0	n/a	n/a	Preferred New Site for Tourism/Community Growing Use.

Note 1. Open space site not currently recommended for allocation. Separate assessment required in consultation with community to determine if site is surplus to open space requirements, in accordance with Open Space Strategy.

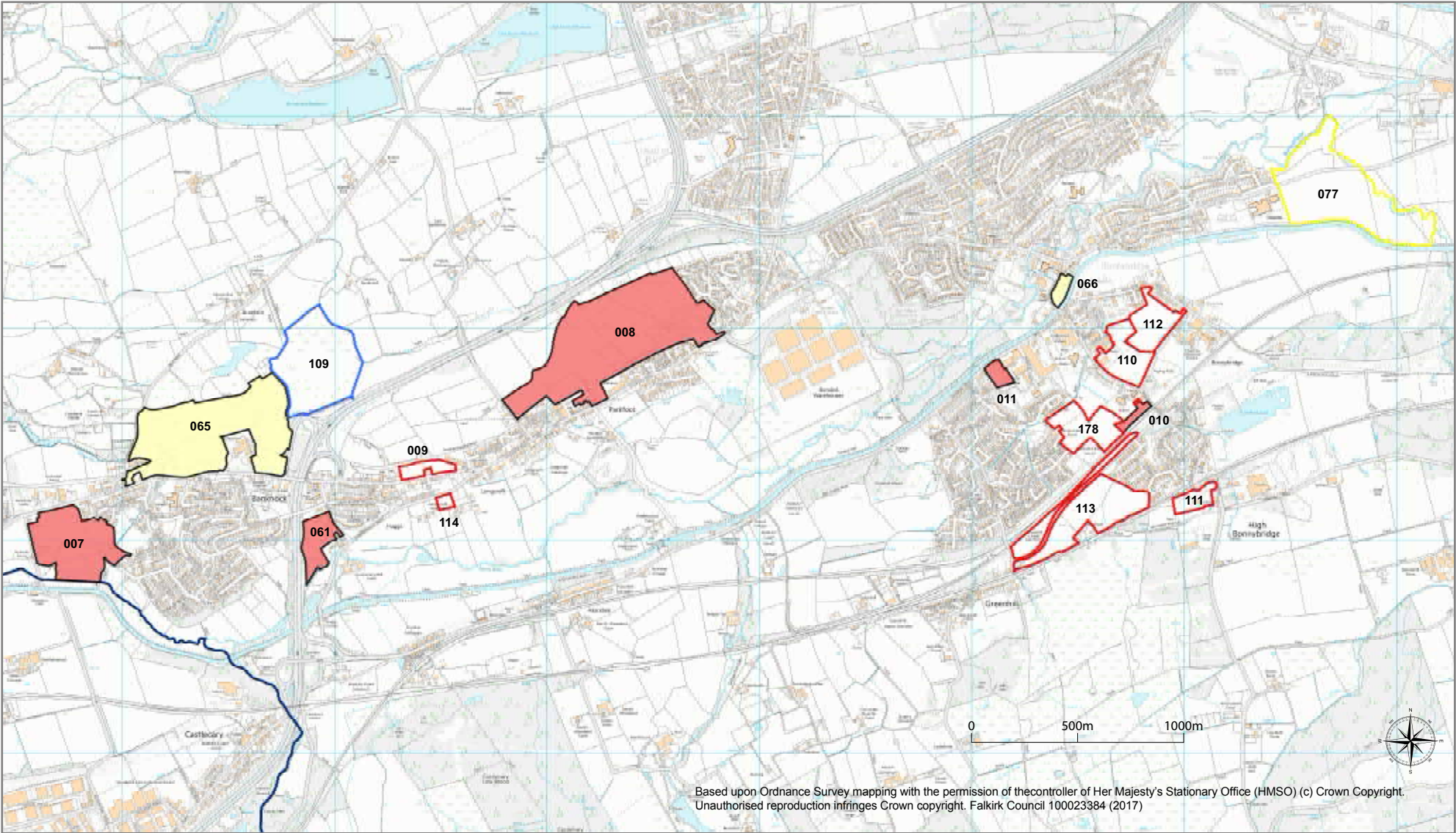


Bonnybridge and Banknock

Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Housing						
007	H07	Banknock South	11.0	200	200	Existing LDP1 Site Carried Forward.
008	H08	Dennyloanhead	30.5	550	450	Existing LDP1 Site Carried Forward.
010	H12	Broomhill Road 1	0.8	30	30	Existing LDP1 Site Carried Forward.
011	H13	Seabegs Road	1.2	48	48	Existing LDP1 Site Carried Forward.
061	H74	Garngrew Road	3.2	20	20	Existing LDP1 Site Carried Forward.
009	H09	Kilsyth Road	1.6	25	-	Existing LDP1 Site Proposed for De-allocation.
110		Broomhill Road 2	4.5	70	-	Non Preferred Site.
111		Hillview Road	1.5	20	-	Non Preferred Site. <i>Note 1.</i>
112		Bonnyside Road	4.1	80	-	Non Preferred Site.
113		Reilly Road	12.0	250	-	Non Preferred Site.
114		Cumbernauld Road	4.6	10	-	Non Preferred Site.
178		Milnquarter Farm	9.7	100	-	Non Preferred Site. <i>Note 2.</i>
Mixed Use (Residential/Employment/Community)						
065	M03	Banknock North	23.6	504	390	Existing LDP1 Site Carried Forward.
066	M04	Bonnybridge Town Centre	0.9	20	20	Existing LDP1 Site Carried Forward.
077	M01	East Bonnybridge	19.9	200	-	Existing LDP1 Site Proposed for De-allocation.
Employment						
109		Easter Thomiston	14.3	n/a	n/a	Non Preferred Site.

Note 1. Site will be included within the Urban Limit along with adjacent industrial uses as a Business Area with Potential for Redevelopment.

Note 2. Site within Urban Limit. Site not proposed for allocation but limited development may be acceptable subject to assessment against detailed policies.



Braes and Rural South

Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
California						
Housing						
050	H63	Cockmalane	1.2	33	-	Existing LDP1 Site Carried Forward.
052	H65	Church Road 2	1.9	12	4	Existing LDP1 Site Carried Forward.
051	H64	Church Road 1	2.9	50	-	Existing LDP1 Site Proposed for De-allocation.
158		Waterstone Hill	0.4	5	-	Non Preferred Site.
Maddiston/Rumford						
Housing						
033	H44	Parkhall Farm 2	4.3	40	-	Existing LDP1 Site Carried Forward.
034	H45	Parkhall Farm 3	7.7	80	30	Existing LDP1 Site Carried Forward.
035	H46	Parkhall Farm 4	1.1	20	20	Existing LDP1 Site Carried Forward.
036	H47	The Haining	3.6	20	20	Existing LDP1 Site Carried Forward.
037	H48	Toravon Farm	6.6	120	40	Existing LDP1 Site Carried Forward.
142		Parkhall Farm North (East)	4.9	70	70	Preferred New Site. <i>Note 1.</i>
138		Greenwells Farm North	7.3	100	-	Non Preferred Site.
139		Greenwells Farm South	3.2	50	-	Non Preferred Site.
144		Gillandersland	11.8	350	-	Non Preferred Site.
189		Parkhall Farm North (West)	19.7	250	-	Non Preferred Site.
Mixed Use (Residential/Employment/Community)						
140	ED21	Maddiston Fire Station	3.8	-	-	Preferred New Site for Employment/Community Uses.
141		Parkhall North	92.2	1200	500	Non Preferred Site.
Employment						
203	ED25	A801 Union Canal	5.3	n/a	n/a	Existing LDP1 Site Carried Forward.

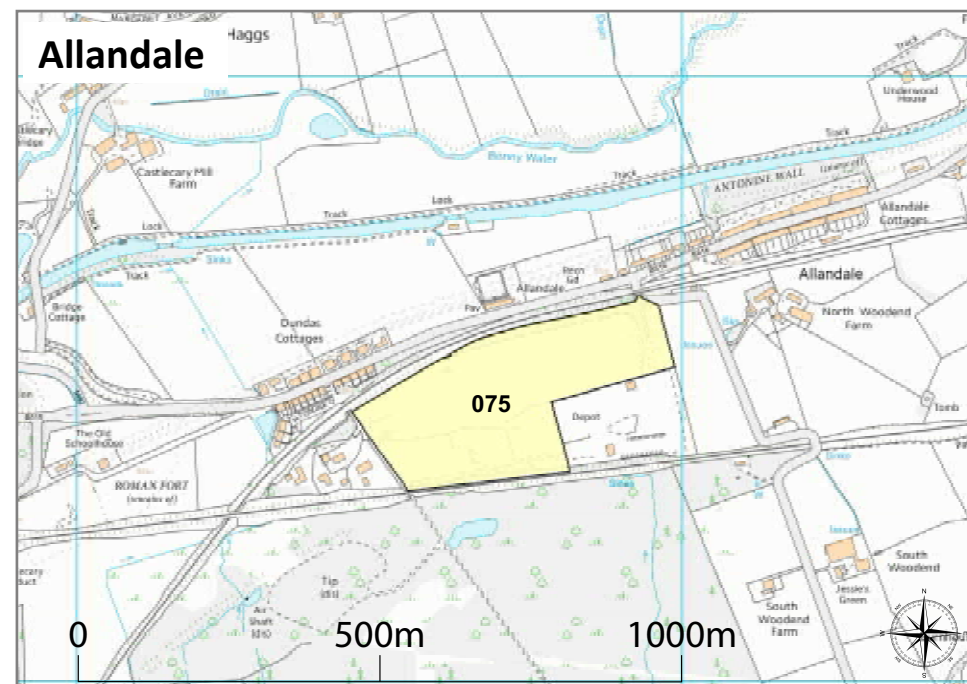
Note 1. Site will be exclusively for amenity/community care housing for the elderly and a care home.

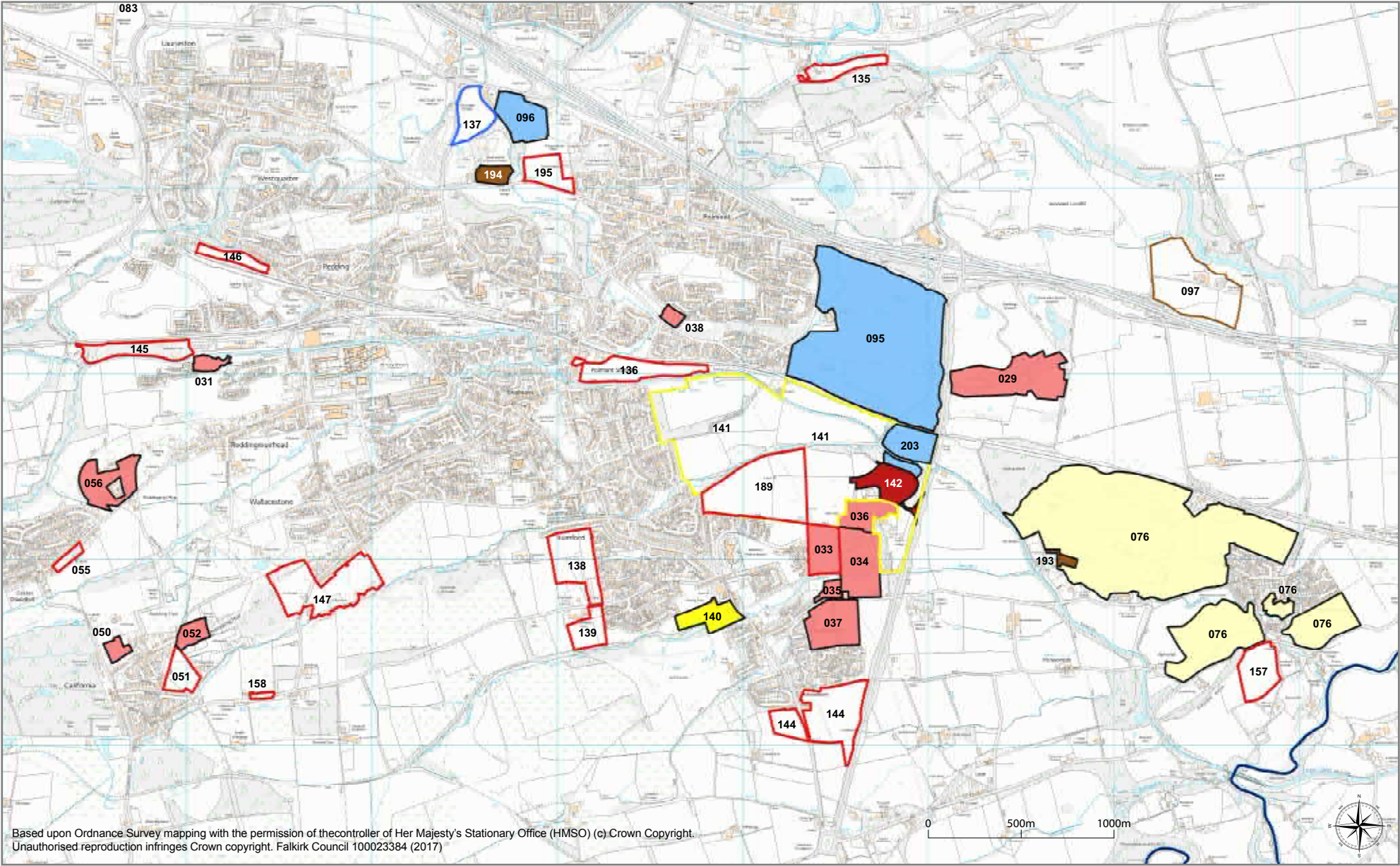
Braes and Rural South

Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Polmont/Laurieston/Westquarter						
Housing						
029	H51	Lathallan House	11.2	48	48	Existing LDP1 Site Carried Forward.
038	H50	Whyteside Hotel	0.8	35	20	Existing LDP1 Site Carried Forward.
135		Milnholm Riding Centre	2.9	10	-	Non Preferred Site.
136		Station Road	6.1	125	-	Non Preferred Site.
195		Polmont Park	3.6	53	-	Non Preferred Site.
Employment						
095	ED23	Gilston	54.4	n/a	n/a	Existing LDP1 Site Carried Forward.
096	ED24	Beancross	5.5	n/a	n/a	Existing LDP1 Site Carried Forward.
137		Grandsable Road	4.3	n/a	n/a	Allocation not required as distillery under construction.
Waste Management						
97	INF34	Avondale Waste Management	14.4	n/a	n/a	Existing LDP1 Site Proposed for De-allocation.
Cemeteries						
194		Weedingshall	1.7	n/a	n/a	Preferred Site for Cemetery Extension.
Shieldhill						
Housing						
055	H68	Reddingmuirhead Road	0.8	10	-	Existing LDP1 Site Proposed for De-allocation.
Wallacestone/Redding/Reddingmuirhead						
Housing						
031	H42	Redding Park	1.2	25	25	Existing LDP1 Site Carried Forward. Canalside Site Remaining.
056	H69	Hillcrest	5.5	30	-	Existing LDP1 Site Carried Forward.
145		Redding Park North	4.9	20	-	Non Preferred Site.
146		Redding Road	2.1	50	-	Non Preferred Site.
147		Standrigg Road	10.5	200	-	Non Preferred Site.

Braes and Rural South

Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Whitecross						
Housing						
157		South of B825	5.1	70	-	Non Preferred Site.
Mixed Use (Residential/Employment/Community)						
076	M14	Whitecross New Settlement	88.6	1500	200	Existing LDP1 Site Carried Forward.
Cemeteries						
193		Muiravonside Cemetery Extension	0.7	n/a	n/a	Preferred Site for Cemetery Extension.
Allandale						
Mixed Use (Residential/Employment/Community)						
075	M13	Stein's Brickworks	8.9	71	71	Existing LDP1 Site Carried Forward.

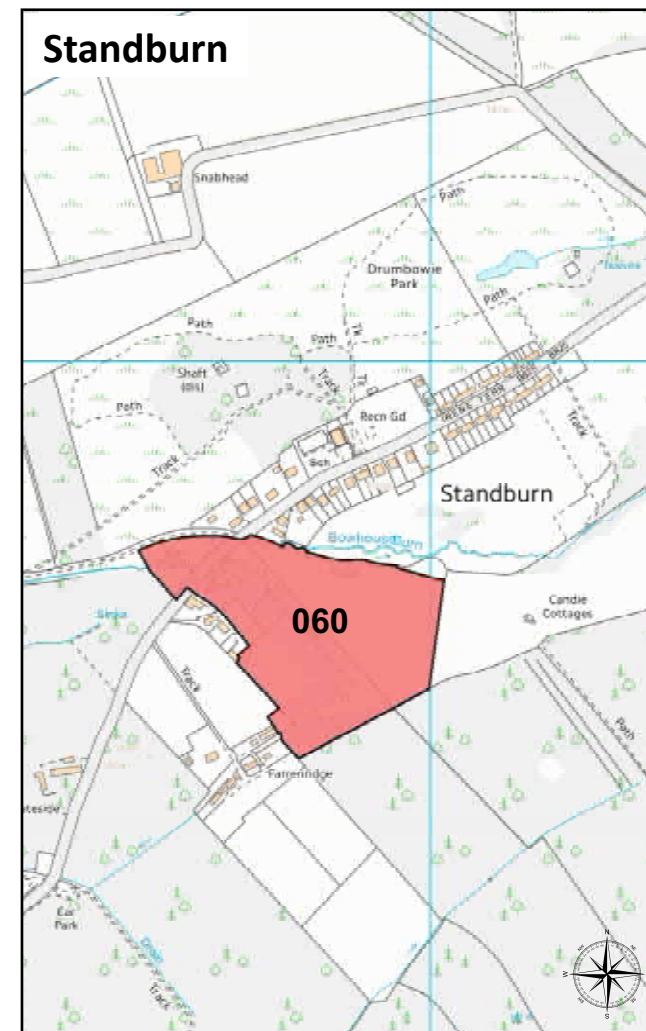
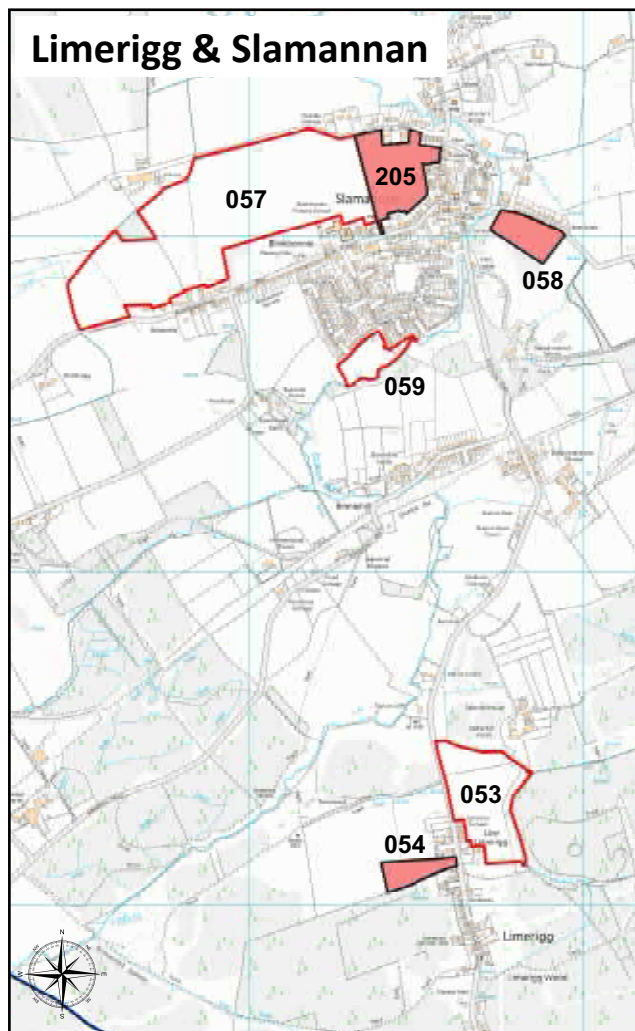
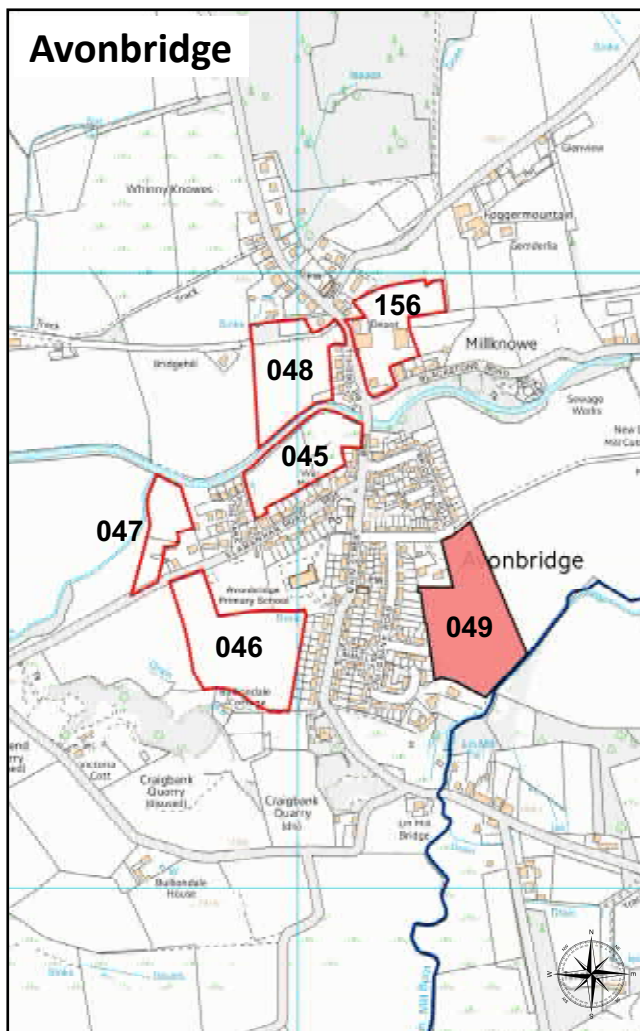




Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Avonbridge						
Housing						
049	H62	Bridgend Road	2.8	30		Existing LDP1 Site Carried Forward.
045	H58	Main Street/Slamannan Road	1.7	25	-	Existing LDP1 Site Proposed for De-allocation.
046	H59	Slamannan Road 1	3.0	60	-	Existing LDP1 Site Proposed for De-allocation.
047	H60	Slamannan Road 2	0.9	10	-	Existing LDP1 Site Proposed for De-allocation.
048	H61	Bridgehill	2.1	15	-	Existing LDP1 Site Proposed for De-allocation.
156		Stevenson's Yard	1.6	30	-	Non Preferred Site. <i>Note 1.</i>
Limerigg						
Housing						
054	H67	Slamannan Road 2	1.3	50	-	Existing LDP1 Site Carried Forward.
053	H66	Slamannan Road 1	6.5	65	-	Existing LDP1 Site Proposed for De-allocation.
Slamannan						
Housing						
058	H71	Avonbridge Road	1.9	10	10	Existing LDP1 Site Carried Forward.
205	H70	Main Street	4.2	50	-	Existing LDP1 Site Carried Forward. <i>Note 2</i>
059	H72	The Rumlie	1.6	30	-	Existing LDP1 Site Proposed for De-allocation.
057	H70	Hillend Farm	24.8	Unknown	-	Existing LDP1 Site Proposed for De-allocation.
Standburn						
Housing						
060	H73	Standburn West	6.8	30	-	Existing LDP1 Site Carried Forward.

Note 1. Site within Village Limit. Site not proposed for allocation but development may be acceptable subject to assessment against detailed policies.

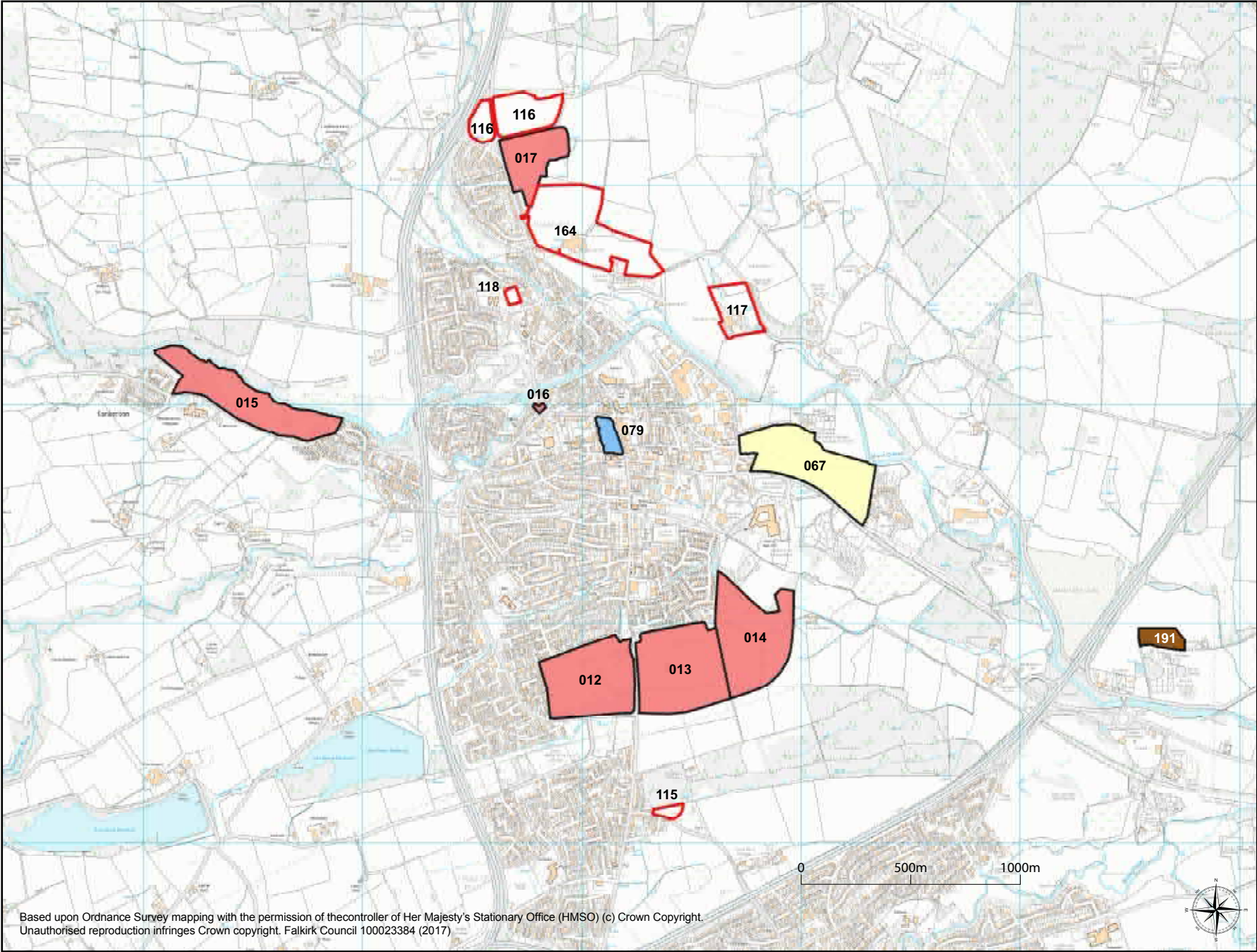
Note 2. Site represents retained element of de-allocated Hillend Farm site.



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Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Housing						
012	H14	Former Denny High School	12.9	200	200	Existing LDP1 Site Carried Forward.
013	H15	Mydub 1	14.6	307	167	Existing LDP1 Site Carried Forward.
014	H16	Mydub 2	13.6	270	270	Existing LDP1 Site Carried Forward.
015	H17	Carrongrove Mill	12.3	200	73	Existing LDP1 Site Carried Forward.
016	H19	Stirling Street	3.2	18	18	Existing LDP1 Site Carried Forward.
017	H22	Rosebank, Dunipace	6.5	110	50	Existing LDP1 Site Carried Forward.
115		Drove Loan	1.6	25	-	Non Preferred Site.
116		Rosebank North, Dunipace	6.4	100	-	Non Preferred Site.
117		Denovan Mains Farm	4.5	70	-	Non Preferred Site.
118		Tygetshaugh	1.5	20	-	Open Space Site. Separate assessment required. <i>Note 1.</i>
164		Bankend Farm, Dunipace	14.0	350	-	Non Preferred Site.
Mixed Use (Residential/Employment/Community)						
067	M05	Broad Street	16.8	200	200	Existing LDP1 Site Carried Forward.
Employment						
079	ED02	Church Walk, Denny	1.3	n/a	n/a	Existing LDP1 Site Carried Forward.
Cemeteries						
191		Hills of Dunipace		n/a	n/a	Preferred Site for Cemetery Extension.

Note 1. Open space site not currently recommended for allocation. Separate assessment required in consultation with community to determine if site is surplus to open space requirements, in accordance with Open Space Strategy.



Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Housing						
018	H24	Gowan Avenue	1.4	99	49	Existing LDP1 Site Carried Forward.
019	H25	Etna Road 1	0.6	40	-	Existing LDP1 Site Carried Forward.
020	H26	Etna Road 2	4.7	150	82	Existing LDP1 Site Carried Forward.
021	H27	Cauldhame Farm 1	10.0	176	-	Existing LDP1 Site Carried Forward.
022	H28	Cauldhame Farm 2	14.4	200	150	Existing LDP1 Site Carried Forward.
023	H29	Blinkbonny Road	1.3	25	-	Existing LDP1 Site Carried Forward.
024	H30	Carrick Place	0.5	20	-	Existing LDP1 Site Carried Forward.
025	H32	Grangemouth Road	11.5	150	150	Existing LDP1 Site Carried Forward.
123		Woodend Farm 1	4.4	25	25	Preferred New Site. (Farm Steading Only).
160		Woodend Farm 2	3.8	55	55	Preferred New Site.
167		Victoria Buildings	0.7	25	25	Preferred New Site.
168		Firs Park	1.1	86	-	Preferred New Site.
169		Glen Village Bowling Club	0.5	15	-	Preferred New Site.
186		The Hurlet	0.5	15	15	Preferred New Site.
119		Smith Street	0.3	30	-	Non Preferred Site. <i>Note 1.</i>
120		Slamannan Road	2.2	19	-	Non Preferred Site.
121		Glen Farm	16.5	150	-	Non Preferred Site.
124		Tamfourhill Road	0.5	15	-	Open Space Site. Separate assessment required. <i>Note 2.</i>
125		Ochiltree Terrace	1.5	20	-	Open Space Site. Separate assessment required. <i>Note 2.</i>
126		Seaton Place	0.4	15	-	Non Preferred Site.
159		St. Giles Square	1.0	15	-	Open Space Site. Separate assessment required. <i>Note 2.</i>
161		Woodend Farm 3	3.5	10	-	Non Preferred Site.

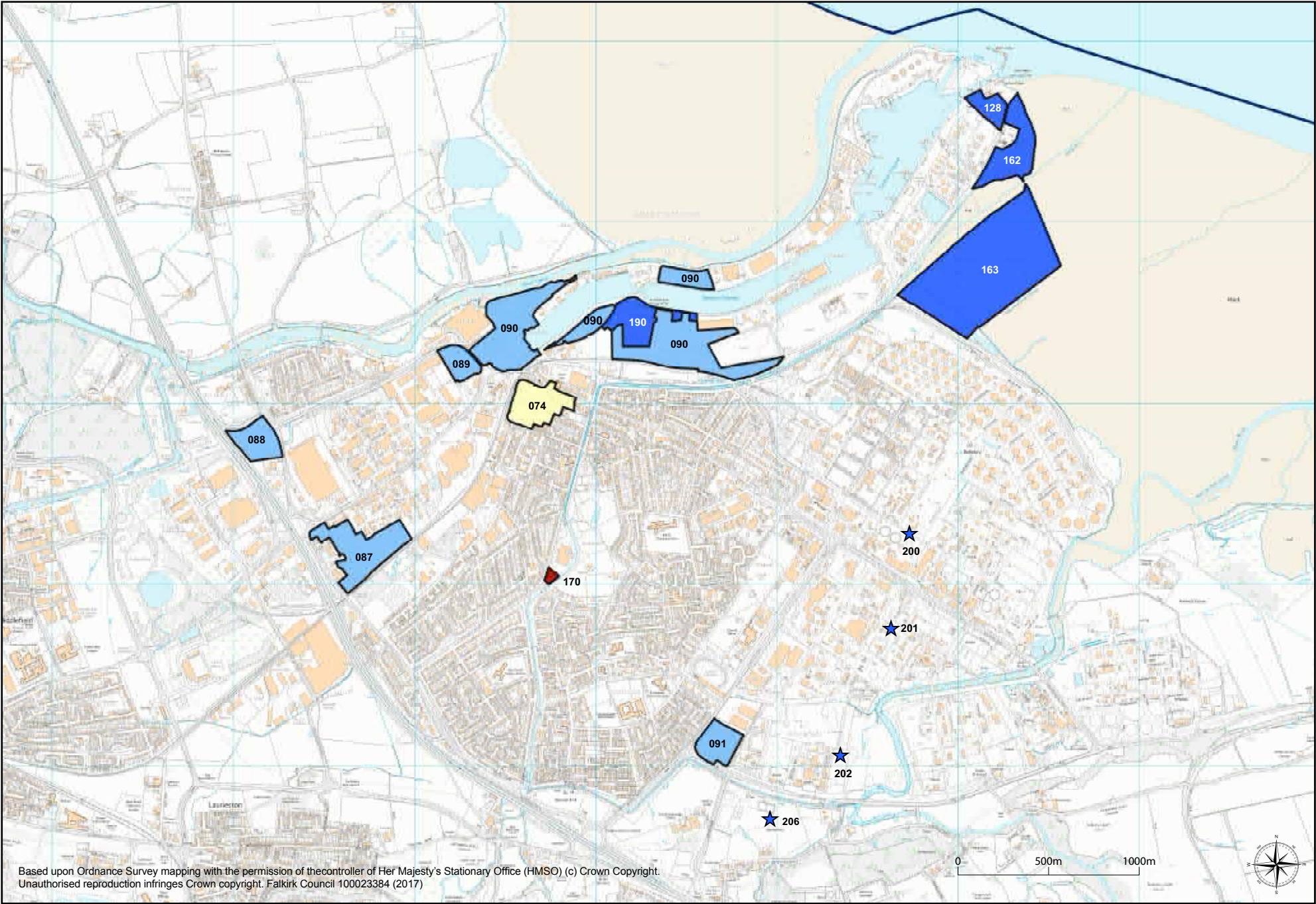
Note 1. Site within Urban Limit. Site not proposed for allocation but development may be acceptable subject to assessment against detailed policies.

Note 2. Open space site not currently recommended for allocation. Separate assessment required in consultation with community to determine if site is surplus to open space requirements, in accordance with Open Space Strategy.

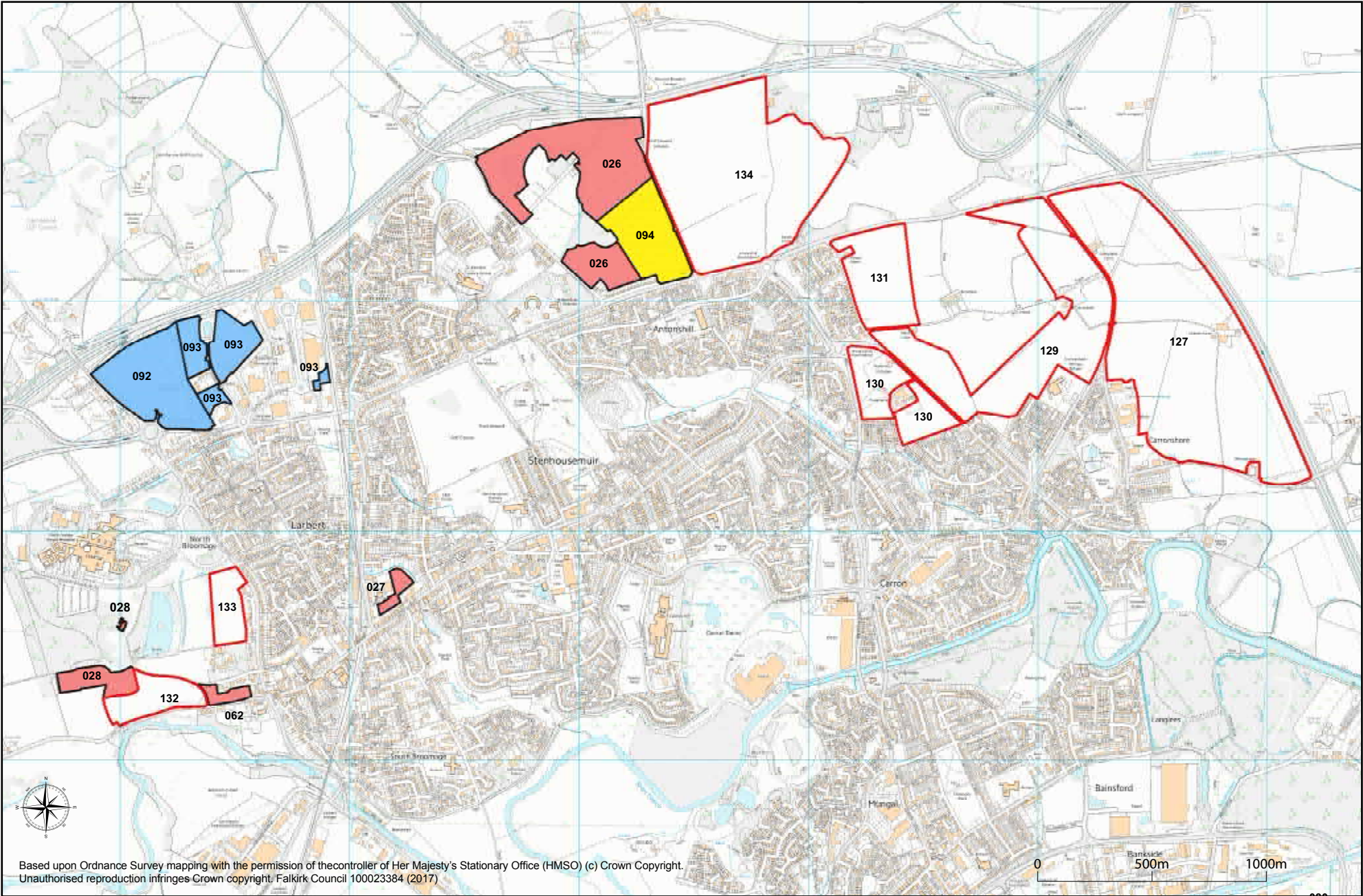
Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Mixed Use (Residential/Employment/Community)						
068	M06	Portdownie	15.6	500	-	Existing LDP1 Site Carried Forward.
069	M07	Westburn Avenue	5.4	100	100	Existing LDP1 Site Carried Forward.
070	M08	Falkirk TC Grahamston	1.6	50	50	Existing LDP1 Site Carried Forward.
071	M02	Falkirk TC East End	2.2	50	50	Existing LDP1 Site Carried Forward.
072	M10	Bank Street	0.1	27	27	Existing LDP1 Site Carried Forward.
073	M11	Williamson Street	0.9	54	54	Existing LDP1 Site Carried Forward.
080	ED03	Falkirk Gateway	27.4	100	100	Existing LDP1 Site proposed for mixed use including residential.
122		Carron Road	2.3	50	50	Preferred New Site for restructured local centre including residential.
Employment						
081	ED04	Falkirk Stadium	18.2	n/a	n/a	Existing LDP1 Site Carried Forward.
082	ED05	Abbotsford Business Park	13.6	n/a	n/a	Existing LDP1 Site Carried Forward.
083	ED06	Caledon Business Park	15.5	n/a	n/a	Existing LDP1 Site Carried Forward.
084	ED08	Rosebank Distillery	0.7	n/a	n/a	Existing LDP1 Site Carried Forward.
085	ED09	Callendar Business Park	0.7	n/a	n/a	Existing LDP1 Site Carried Forward.
197		Wester Carmuir Park & Ride	0.8	n/a	n/a	Preferred New Site for Tourism Use.
204		Falkirk Wheel	28.8	n/a	n/a	Preferred New Site for Tourism Use.
Cemeteries						
192		Camelon	2.6	n/a	n/a	Preferred Site for Cemetery Extension.



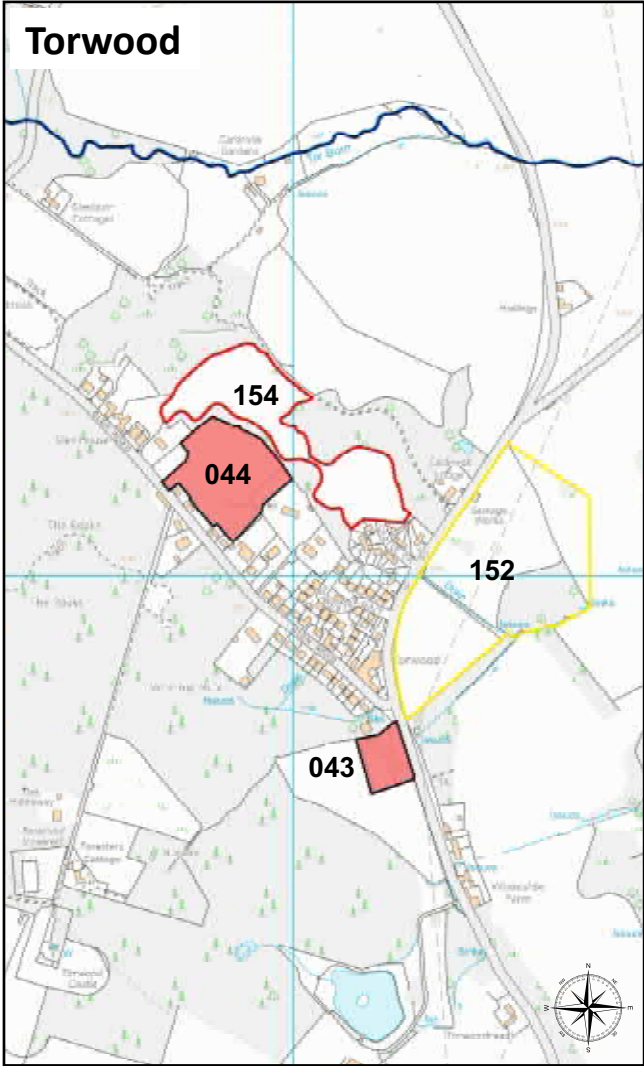
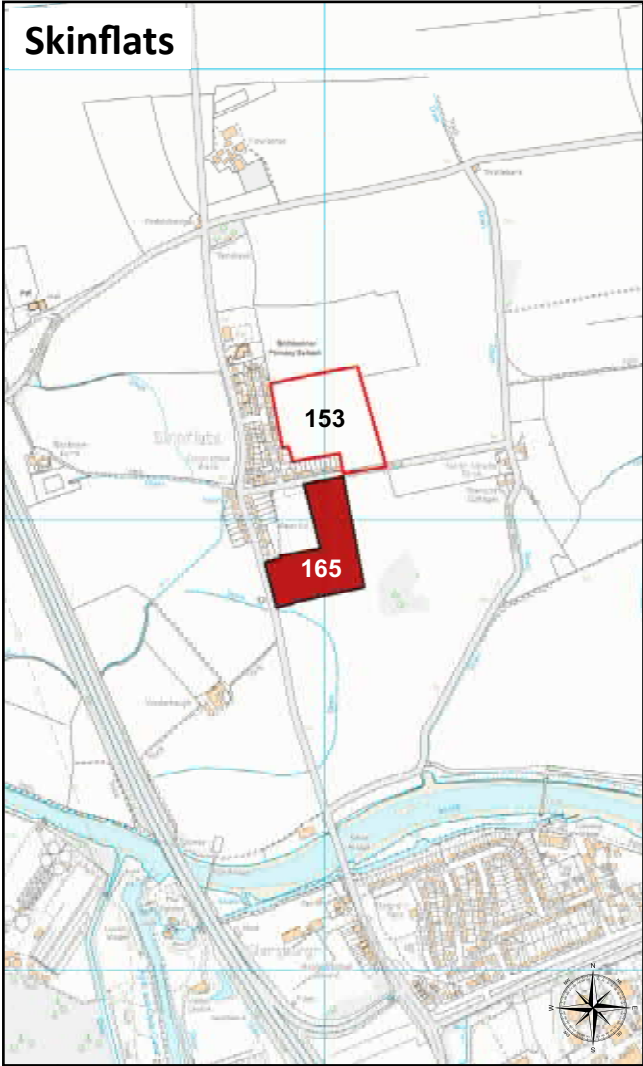
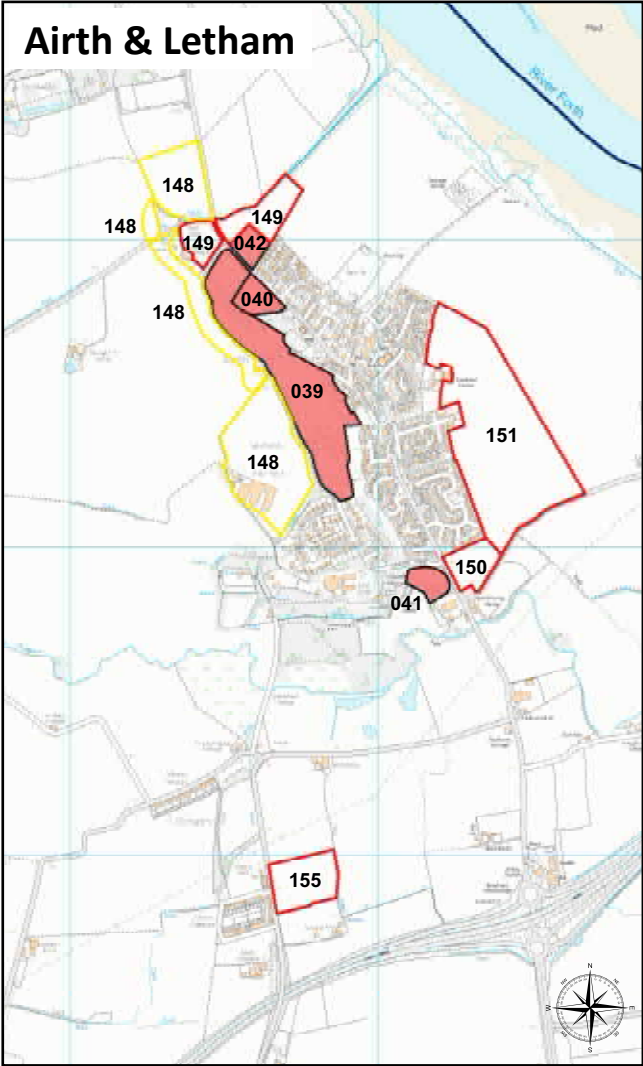
Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Housing						
170		Abbots Road	0.4	10	10	Preferred New Site.
Mixed Use (Residential/Employment/Community)						
074	M12	Grangemouth Town Centre	6.5	Unknown	-	Existing LDP1 Site Carried Forward.
Employment						
087	ED12	Earlsgate Park	9.8	n/a	n/a	Existing LDP1 Site Carried Forward.
088	ED13	Glensburgh	4.5	n/a	n/a	Existing LDP1 Site Carried Forward.
089	ED14	South Bridge Street	2.9	n/a	n/a	Existing LDP1 Site Carried Forward.
090	ED15	Grangemouth Docks 1	37.2	n/a	n/a	Existing LDP1 Site Carried Forward.
091	ED17	Wholeflats Business Park	4.2	n/a	n/a	Existing LDP1 Site Carried Forward.
200	ED16	Bo'ness Road North	-	n/a	n/a	Existing LDP1 Opportunity Carried Forward. Site still to be defined.
201	ED16	Bo'ness Road South	-	n/a	n/a	Existing LDP1 Opportunity Carried Forward. Site still to be defined.
202	ED16	Wholeflats Road	-	n/a	n/a	Existing LDP1 Opportunity Carried Forward. Site still to be defined.
206	ED18	Little Kerse	-	n/a	n/a	Existing LDP1 Opportunity Carried Forward.
128		Grangemouth Docks 2	2.6	n/a	n/a	Preferred New Site.
162		Grangemouth Docks 3	7.3	n/a	n/a	Preferred New Site.
163		Grangemouth Docks 4	35.5	n/a	n/a	Preferred New Site.
190		Grangemouth Docks 5	5.8	n/a	n/a	Preferred New Site. Extension to Site 090 (ED15)



Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Housing						
026	H37	Hill of Kinnaird 1	32.4	711	199	Existing LDP1 Site Carried Forward.
027	H38	Lorne Road	1.1	72	-	Existing LDP1 Site Carried Forward.
028	H39	Larbert House and Stables	3.3	58	10	Existing LDP1 Site Carried Forward.
062	H75	Pretoria Road	1.2	15	-	Existing LDP1 Site Carried Forward.
129		Kirkton Farm 1	99.0	1500	-	Non Preferred Site.
127		Kirkton Farm 2	32.2	500	-	Non Preferred Site.
130		Roughlands Farm	9.7	200	-	Non Preferred Site.
131		Bensfield Farm	11.3	190	-	Non Preferred Site.
132		Denny Road	5.8	100	-	Non Preferred Site.
133		Stirling Road	4.4	100	-	Non Preferred Site.
134		Hill of Kinnaird East	48.6	1000	-	Non Preferred Site.
Mixed Use (Residential/Employment/Community)						
094	ED21	Hill of Kinnaird 2	9.9	70	70	Existing LDP1 Site Proposed for mixed use including residential.
Employment						
092	ED19	Glenbervie	13.4	n/a	n/a	Existing LDP1 Site Carried Forward.
093	ED20	Glenbervie Business Park	8.1	n/a	n/a	Existing LDP1 Site Carried Forward.



Ref No.	LDP1 Ref.	Site	Site Size (ha)	Housing Capacity (Units)	Estimated Output 2020-30	MIR Status
Airth						
Housing						
039	H52	Castle View	11.1	136	72	Existing LDP1 Site Carried Forward.
040	H53	Graham Terrace	1.3	30	-	Existing LDP1 Site Carried Forward.
041	H54	Airth Castle South	1.0	15	-	Existing LDP1 Site Carried Forward.
042	H55	The Glebe 1	0.9	40	40	Existing LDP1 Site Carried Forward.
149		The Glebe 2	3.6	30	-	Non Preferred Site.
150		Eastfield 1	2.0	50	-	Non Preferred Site.
151		Eastfield 2	19.5	300	-	Non Preferred Site.
Mixed Use (Residential/Employment/Community)						
148		Airth Mains Farm	15.4	200	-	Non Preferred Site.
Letham						
Housing						
155		Letham East	2.0	40	-	Non Preferred Site.
Torwood						
Housing						
043	H56	Former Torwood School	0.7	15	15	Existing LDP1 Site Carried Forward.
044	H57	McLaren Park	2.3	10	4	Existing LDP1 Site Carried Forward.
154		Castle Crescent	3.5	50	-	Non Preferred Site.
Mixed Use (Residential/Employment/Community)						
152		Blairs Farm	6.6	70	-	Non Preferred Site.
Skinflats						
Housing						
165		Newton Avenue South	3.4	80	80	Preferred New Site
153		Newton Avenue North	3.5	80	-	Non Preferred Site.



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Appendix 2 : Proposed Supplementary Guidance

Design and Placemaking	
Neighbourhood Design	Existing SG02 carried forward with updates as appropriate.
House Extensions and Alterations	Existing SG03 carried forward with updates as appropriate.
Shopfronts	Existing SG04 carried forward with updates as appropriate.
Community Place Statements	New SG containing 'place statements' for each community highlighting key assets and issues, and a strategy for improvement.
Green Infrastructure and New Development	New SG providing consolidated guidance on the provision of green infrastructure in new development, including open space, woodland and other habitats, active travel/outdoor access, and sustainable urban drainage. Would incorporate SG013 on Open Space and new Development.
Housing	
Housing in the Countryside	Existing SG01 carried forward with updates as appropriate.
Affordable Housing	Existing SG12 carried forward with updates as appropriate.
Protection of the Natural Environment	
Biodiversity and Development	Existing SG05 carried forward with updates as appropriate.
Local Nature Conservation and Geodiversity Sites	Existing SG08 carried forward with updates as appropriate. Updates would reflect the review of sites proposed as part of LDP2.
Trees and Development	Existing SG06 carried forward with updates as appropriate.
Landscape Character Assessments and Landscape Designations	Existing SG09 carried forward with updates as appropriate. Updates would reflect additional information on non-inventory landscapes.
Protection of the Historic Environment	
Antonine Wall World Heritage Site	Existing SG07 carried forward with updates as appropriate. Prepared jointly with other local authorities along the line of the Antonine Wall.
Listed Buildings and Unlisted Properties in Conservation Areas	Existing SG16 carried forward with updates as appropriate.
Infrastructure and Energy	
Developer Contributions to Infrastructure	New SG providing consolidated guidance on developer contributions required in association with new development. Would incorporate SG10 on Education and New Housing Development and SG11 on Healthcare and New Housing Development.
Renewable and Low Carbon Energy	New SG providing consolidated guidance on different type of renewable energy, and the incorporation of renewables in new development. Would incorporate SG14 on Wind Energy Development, SG16 Low and Zero Carbon Development and SG17 Renewable Energy.

Main Issues Report
February 2017



Falkirk Council