

239. Local development plans should identify areas of search where surface coal extraction is most likely to be acceptable during the plan period and set out the preferred programme for the development of other safeguarded areas beyond the plan period, with particular emphasis on protecting local communities from significant cumulative impacts. Where possible, plans should secure extraction prior to permanent development above workable coal reserves.

240. For areas covered by a Petroleum Exploration and Development Licence (PEDL), local development plans should also:

- identify licence areas;
- encourage operators to be as clear as possible about the minimum and maximum extent of operations (e.g. number of wells and duration) at the exploration phase whilst recognising that the factors to be addressed by applications should be relevant and proportionate to the appropriate exploration, appraisal and production phases of operations;
- confirm that applicants should engage with local communities, residents and other stakeholders at each stage of operations, beginning in advance of any application for planning permission and in advance of any operations;
- ensure that when developing proposals, applicants should consider, where possible, transport of the end product by pipeline, rail or water rather than road; and
- provide a consistent approach to extraction where licences extend across local authority boundaries.

241. Policies should protect areas of peatland and only permit commercial extraction in areas suffering historic, significant damage through human activity and where the conservation value is low and restoration is impossible.

Development Management

242. Operators should provide sufficient information to enable a full assessment to be made of the likely effects of development together with appropriate control, mitigation and monitoring measures. This should include the provision of an adequate buffer zone between sites and settlements, taking account of the specific circumstances of individual proposals, including size, duration, location, method of working, topography, the characteristics of the various environmental effects likely to arise and the mitigation that can be provided.

243. Borrow pits should only be permitted if there are significant environmental or economic benefits compared to obtaining material from local quarries; they are time-limited; tied to a particular project and appropriate reclamation measures are in place.

244. Consent should only be granted for surface coal extraction proposals which are either environmentally acceptable (or can be made so by planning conditions) or provide local or community benefits which clearly outweigh the likely impacts of extraction. Site boundaries within 500 metres of the edge of settlements will only be environmentally acceptable where local circumstances, such as the removal of dereliction, small-scale prior extraction or the stabilisation of mining legacy, justify a lesser distance. Non-engineering works and mitigation measures within 500 metres may be acceptable.

245. To assist planning authorities with their consideration of impacts on local communities, neighbouring uses and the environment, applicants should undertake a risk assessment for all proposals for shale gas and coal bed methane extraction. The assessment can, where appropriate, be undertaken as part of any environmental impact assessment and should also be developed in consultation with statutory consultees and local communities so that it informs the design of the proposal. The assessment should clearly identify those onsite activities (i.e. emission of pollutants, the creation and disposal of waste) that pose a potential risk using a source–pathway–receptor model and explain how measures, including those under environmental and other legislation, will be used to monitor, manage and mitigate any identified risks to health, amenity and the environment. The evidence from, and outcome of, the assessment should lead to buffer zones being proposed in the application which will protect all [sensitive receptors](#) from unacceptable risks. When considering applications, planning authorities and statutory consultees must assess the distances proposed by the applicant. Where proposed distances are considered inadequate the Scottish Government expects planning permission to be refused.

246. Conditions should be drafted in a way which ensures that hydraulic fracturing does not take place where permission for such operations is not sought and that any subsequent application to do so is subject to appropriate consultation. If such operations are subsequently proposed, they should, as a matter of planning policy, be regarded as a substantial change in the description of the development for which planning permission is sought or a material variation to the existing planning permission. Where PEDL and Underground Coal licences are granted for the same or overlapping areas, consideration should be given to the most efficient sequencing of extraction.

247. The Scottish Government is currently exploring a range of options relating to the effective regulation of surface coal mining. This is likely to result in further guidance on effective restoration measures in due course. In the meantime, planning authorities should, through planning conditions and legal agreements, continue to ensure that a high standard of restoration and aftercare is managed effectively and that such work is undertaken at the earliest opportunity. A range of financial guarantee options is currently available and planning authorities should consider the most effective solution on a site-by-site basis. All solutions should provide assurance and clarity over the amount and period of the guarantee and in particular, where it is a bond, the risks covered (including operator failure) and the triggers for calling in a bond, including payment terms. In the aggregates sector, an operator may be able to demonstrate adequate provision under an industry-funded guarantee scheme.

248. Planning authorities should ensure that rigorous procedures are in place to monitor consents, including restoration arrangements, at appropriate intervals, and ensure that appropriate action is taken when necessary. The review of mineral permissions every 15 years should be used to apply up-to-date operating and environmental standards although requests from operators to postpone reviews should be considered favourably if existing conditions are already achieving acceptable standards. Conditions should not impose undue restrictions on consents at quarries for building or roofing stone to reflect the likely intermittent or low rate of working at such sites.

Supporting Aquaculture

NPF Context

249. Aquaculture makes a significant contribution to the Scottish economy, particularly for coastal and island communities. Planning can help facilitate sustainable aquaculture whilst protecting and maintaining the ecosystem upon which it depends. Planning can play a role in supporting the sectoral growth targets to grow marine finfish (including farmed Atlantic salmon) production sustainably to 210,000 tonnes; and shellfish, particularly mussels, sustainably to 13,000 tonnes with due regard to the marine environment by 2020.

Policy Principles

250. The planning system should:

- play a supporting role in the sustainable growth of the finfish and shellfish sectors to ensure that the aquaculture industry is diverse, competitive and economically viable;
- guide development to coastal locations that best suit industry needs with due regard to the marine environment;
- maintain a presumption against further marine finfish farm developments on the north and east coasts to safeguard migratory fish species.

Key Documents

- National Marine Plan

Delivery

Development Planning

251. Local development plans should make positive provision for aquaculture developments. Plans, or supplementary guidance, should take account of Marine Scotland's locational policies when identifying areas potentially suitable for new development and sensitive areas which are unlikely to be appropriate for such development. They should also set out the issues that will be considered when assessing specific proposals, which could include:

- impacts on, and benefits for, local communities;
- economic benefits of the sustainable development of the aquaculture industry;
- landscape, seascape and visual impact;
- biological carrying capacity;
- effects on coastal and marine species (including wild salmonids) and habitats;
- impacts on the historic environment and the sea or loch bed;
- interaction with other users of the marine environment (including commercial fisheries, Ministry of Defence, navigational routes, ports and harbours, anchorages, tourism, recreational and leisure activities); and
- cumulative effects on all of the above factors.

Development Management

252. Applications should be supported, where necessary, by sufficient information to demonstrate:

- operational arrangements (including noise, light, access, waste and odour) are satisfactory and sufficient mitigation plans are in place; and
- the siting and design of cages, lines and associated facilities are appropriate for the location. This should be done through the provision of information on the extent of the site; the type, number and physical scale of structures; the distribution of the structures across the planning area; on-shore facilities; and ancillary equipment.

253. Any land-based facilities required for the proposal should, where possible, be considered at the same time. The planning system should not duplicate other control regimes such as controlled activities regulation licences from SEPA or fish health, sea lice and containment regulation by Marine Scotland.

Managing Flood Risk and Drainage

NPF Context

254. NPF3 supports a catchment-scale approach to sustainable flood risk management. The spatial strategy aims to build the resilience of our cities and towns, encourage sustainable land management in our rural areas, and to address the long-term vulnerability of parts of our coasts and islands. Flooding can impact on people and businesses. Climate change will increase the risk of flooding in some parts of the country. Planning can play an important part in reducing the vulnerability of existing and future development to flooding.

Policy Principles

255. The planning system should promote:

- a precautionary approach to **flood risk** from all sources, including coastal, water course (fluvial), surface water (**pluvial**), groundwater, reservoirs and drainage systems (sewers and culverts), taking account of the predicted effects of climate change;
- **flood** avoidance: by safeguarding flood storage and conveying capacity, and locating development away from **functional flood plains** and medium to high risk areas;
- flood reduction: assessing flood risk and, where appropriate, undertaking natural and structural flood management measures, including flood protection, restoring natural features and characteristics, enhancing flood storage capacity, avoiding the construction of new culverts and opening existing culverts where possible; and
- avoidance of increased surface water flooding through requirements for Sustainable Drainage Systems (SuDS) and minimising the area of impermeable surface.

256. To achieve this the planning system should prevent development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere. Piecemeal reduction of the functional floodplain should be avoided given the cumulative effects of reducing storage capacity.

257. Alterations and small-scale extensions to existing buildings are outwith the scope of this policy, provided that they would not have a significant effect on the storage capacity of the functional floodplain or local flooding problems.

Key Documents

- [Flood Risk Management \(Scotland\) Act 2009](#)¹⁰⁵
- Updated Planning Advice Note on Flooding
- [Delivering Sustainable Flood Risk Management](#)¹⁰⁶ (Scottish Government, 2011).
- [Surface Water Management Planning Guidance](#)¹⁰⁷ (Scottish Government, 2013).

Delivery

258. Planning authorities should have regard to the probability of flooding from all sources and take flood risk into account when preparing development plans and determining planning applications. The calculated probability of flooding should be regarded as a best estimate and not a precise forecast. Authorities should avoid giving any indication that a grant of planning permission implies the absence of flood risk.

259. Developers should take into account flood risk and the ability of future occupiers to insure development before committing themselves to a site or project, as applicants and occupiers have ultimate responsibility for safeguarding their property.

Development Planning

260. Plans should use [strategic flood risk assessment](#) (SFRA) to inform choices about the location of development and policies for flood risk management. They should have regard to the flood maps prepared by Scottish Environment Protection Agency (SEPA), and take account of finalised and approved Flood Risk Management Strategies and Plans and River Basin Management Plans.

261. Strategic and local development plans should address any significant cross boundary flooding issues. This may include identifying major areas of the [flood plain](#) and storage capacity which should be protected from inappropriate development, major flood protection scheme requirements or proposals, and relevant drainage capacity issues.

262. Local development plans should protect land with the potential to contribute to managing flood risk, for instance through natural flood management, managed coastal realignment, [washland](#) or green infrastructure creation, or as part of a scheme to manage flood risk.

263. Local development plans should use the following flood risk framework to guide development. This sets out three categories of coastal and watercourse flood risk, together with guidance on surface water flooding, and the appropriate planning approach for each (the annual probabilities referred to in the framework relate to the land at the time a plan is being prepared or a planning application is made):

- **Little or No Risk** – annual probability of coastal or [watercourse](#) flooding is less than 0.1% (1:1000 years)
 - No constraints due to coastal or watercourse flooding.

¹⁰⁵ www.legislation.gov.uk/asp/2009/6/contents

¹⁰⁶ www.scotland.gov.uk/Publications/2011/06/15150211/0

¹⁰⁷ <http://www.scotland.gov.uk/Publications/2013/02/7909/0>

- **Low to Medium Risk** – annual probability of coastal or watercourse flooding is between 0.1% and 0.5% (1:1000 to 1:200 years)
 - Suitable for most development. A flood risk assessment may be required at the upper end of the probability range (i.e. close to 0.5%), and for **essential infrastructure** and the **most vulnerable uses**. Water resistant materials and construction may be required.
 - Generally not suitable for **civil infrastructure**. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during extreme flood events.
- **Medium to High Risk** – annual probability of coastal or watercourse flooding is greater than 0.5% (1:200 years)
 - May be suitable for:
 - residential, institutional, commercial and industrial development within built-up areas provided flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan;
 - essential infrastructure within built-up areas, designed and constructed to remain operational during floods and not impede water flow;
 - some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place; and
 - job-related accommodation, e.g. for caretakers or operational staff.
 - Generally not suitable for:
 - civil infrastructure and the most vulnerable uses;
 - additional development in undeveloped and sparsely developed areas, unless a location is essential for operational reasons, e.g. for navigation and water-based recreation, agriculture, transport or utilities infrastructure (which should be designed and constructed to be operational during floods and not impede water flow), and an alternative, lower risk location is not available; and
 - new caravan and camping sites.
 - Where built development is permitted, measures to protect against or manage flood risk will be required and any loss of flood storage capacity mitigated to achieve a neutral or better outcome.
 - Water-resistant materials and construction should be used where appropriate. Elevated buildings on structures such as stilts are unlikely to be acceptable.

Surface Water Flooding

- Infrastructure and buildings should generally be designed to be free from surface water flooding in rainfall events where the annual probability of occurrence is greater than 0.5% (1:200 years).
- Surface water drainage measures should have a neutral or better effect on the risk of flooding both on and off the site, taking account of rain falling on the site and run-off from adjacent areas.

Development Management

264. It is not possible to plan for development solely according to the calculated probability of flooding. In applying the risk framework to proposed development, the following should therefore be taken into account:

- the characteristics of the site;
- the design and use of the proposed development;
- the size of the area likely to flood;
- depth of flood water, likely flow rate and path, and rate of rise and duration;
- the vulnerability and risk of wave action for coastal sites;
- committed and existing flood protection methods: extent, standard and maintenance regime;
- the effects of climate change, including an [allowance for freeboard](#);
- surface water run-off from adjoining land;
- culverted watercourses, drains and field drainage;
- cumulative effects, especially the loss of storage capacity;
- cross-boundary effects and the need for consultation with adjacent authorities;
- effects of flood on access including by emergency services; and
- effects of flood on proposed open spaces including gardens.

265. Land raising should only be considered in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area. Compensatory storage may be required.

266. The flood risk framework set out above should be applied to development management decisions. Flood Risk Assessments (FRA) should be required for development in the medium to high category of flood risk, and may be required in the low to medium category in the circumstances described in the framework above, or where other factors indicate heightened risk. FRA will generally be required for applications within areas identified at high or medium likelihood of flooding/flood risk in SEPA's flood maps.

267. Drainage Assessments, proportionate to the development proposal and covering both surface and foul water, will be required for areas where drainage is already constrained or otherwise problematic, or if there would be off-site effects.

268. Proposed arrangements for SuDS should be adequate for the development and appropriate long-term maintenance arrangements should be put in place.

A Connected Place

Promoting Sustainable Transport and Active Travel

NPF Context

269. The spatial strategy set out in NPF3 is complemented by an ongoing programme of investment in transport infrastructure. The economy relies on efficient transport connections, within Scotland and to international markets. Planning can play an important role in improving connectivity and promoting more sustainable patterns of transport and travel as part of the transition to a low carbon economy.

Policy Principles

270. The planning system should support patterns of development which:

- optimise the use of existing infrastructure;
- reduce the need to travel;
- provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- enable the integration of transport modes; and
- facilitate freight movement by rail or water.

271. Development plans and development management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety.

Key Documents

- [National Transport Strategy](#)¹⁰⁸
- [Climate Change \(Scotland\) Act 2009](#)¹⁰⁹
- [Low Carbon Scotland: Meeting the Emissions Reduction Targets 2013-2027](#)¹¹⁰
- [Infrastructure Investment Plan](#)¹¹¹
- [Strategic Transport Projects Review](#)¹¹²
- [Transport Assessment Guidance](#)¹¹³
- [Development Planning and Management Transport Appraisal Guidance \(DPMTAG\)](#)¹¹⁴
- [PAN 66: Best Practice in Handling Applications Affecting Trunk Roads](#)¹¹⁵

108 www.scotland.gov.uk/Publications/2006/12/04104414/0

109 www.legislation.gov.uk/asp/2009/12/contents

110 www.scotland.gov.uk/Topics/Environment/climatechange/scotlands-action/lowcarbon/meetingthetargets

111 www.scotland.gov.uk/Publications/2011/12/05141922/0

112 www.transportscotland.gov.uk/strategic-transport-projects-review

113 www.transportscotland.gov.uk/system/files/documents/tsc-basic-pages/Planning_Reform_-_DPMTAG_-_Development_Management_DPMTAG_Ref_17_-_Transport_Assessment_Guidance_FINAL_-_June_2012.pdf

114 www.transportscotland.gov.uk/development-planning-and-management-transport-appraisal-guidance-dpmtag

115 www.scotland.gov.uk/Resource/Doc/47021/0026434.pdf

- [Design Manual for Roads and Bridges](#)¹¹⁶
- [Designing Streets](#)¹¹⁷
- [Roads for All](#)¹¹⁸
- [Cycling Action Plan in Scotland](#)¹¹⁹ (CAPS)
- [Let's Get Scotland Walking: The National Walking Strategy](#)¹²⁰
- [A More Active Scotland – Building a Legacy from the Commonwealth Games](#)¹²¹
- [Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles](#)¹²²
- [Tourism Development Framework for Scotland](#)¹²³

Delivery

Development Planning

272. Development plans should take account of the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects.

273. The spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars. The aim is to promote development which maximises the extent to which its travel demands are met first through walking, then cycling, then public transport and finally through use of private cars. Plans should facilitate integration between transport modes.

274. In preparing development plans, planning authorities are expected to appraise the impact of the spatial strategy and its reasonable alternatives on the transport network, in line with Transport Scotland's DPMTAG guidance. This should include consideration of previously allocated sites, transport opportunities and constraints, current capacity and committed improvements to the transport network. Planning authorities should ensure that a transport appraisal is undertaken at a scale and level of detail proportionate to the nature of the issues and proposals being considered, including funding requirements. Appraisals should be carried out in time to inform the spatial strategy and the strategic environmental assessment. Where there are potential issues for the [strategic transport network](#), the appraisal should be discussed with Transport Scotland at the earliest opportunity.

¹¹⁶ www.dft.gov.uk/ha/standards/dmr/index.htm

¹¹⁷ www.scotland.gov.uk/Publications/2010/03/22120652/0

¹¹⁸ <http://www.transportscotland.gov.uk/guides/j256264-00.htm>

¹¹⁹ www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/cycling-action-plan-2013

¹²⁰ www.scotland.gov.uk/Publications/2014/06/5743

¹²¹ www.scotland.gov.uk/Publications/2014/02/8239/0

¹²² www.transportscotland.gov.uk/report/j272736-00.htm

¹²³ www.visitscotland.org/pdf/Tourism%20Development%20Framework%20-%20FINAL.pdf

275. Development plans should identify any required new transport infrastructure or public transport services, including cycle and pedestrian routes, trunk road and rail infrastructure. The deliverability of this infrastructure, and by whom it will be delivered, should be key considerations in identifying the preferred and alternative land use strategies. Plans and associated documents, such as supplementary guidance and the action programme, should indicate how new infrastructure or services are to be delivered and phased, and how and by whom any developer contributions will be made. These should be prepared in consultation with all of the parties responsible for approving and delivering the infrastructure. Development plans should support the provision of infrastructure necessary to support positive changes in transport technologies, such as charging points for electric vehicles.

276. Where public transport services required to serve a new development cannot be provided commercially, a contribution from the developer towards an agreed level of service may be appropriate. The development plan action programme should set out how this will be delivered, and the planning authority should coordinate discussions with the public transport provider, developer, Transport Scotland where appropriate, and relevant regional transport partnerships at an early stage in the process. In rural areas the plan should be realistic about the likely viability of public transport services and innovative solutions such as demand-responsive public transport and small-scale park and ride facilities at nodes on rural bus corridors should be considered.

277. Disused railway lines with a reasonable prospect of being reused as rail, tram, bus rapid transit or active travel routes should be safeguarded in development plans. The strategic case for a new station should emerge from a complete and robust multimodal transport appraisal in line with Scottish Transport Appraisal Guidance. Any appraisal should include consideration of making best use of current rail services; and should demonstrate that the needs of local communities, workers or visitors are sufficient to generate a high level of demand, and that there would be no adverse impact on the operation of the rail service franchise. Funding partners must be identified. Agreement should be reached with Transport Scotland and Network Rail before rail proposals are included in a development plan or planning application and it should be noted that further technical assessment and design work will be required before any proposed new station can be confirmed as viable.

278. While new junctions on trunk roads are not normally acceptable, the case for a new junction will be considered where the planning authority considers that significant economic growth or regeneration benefits can be demonstrated. New junctions will only be considered if they are designed in accordance with DMRB and where there would be no adverse impact on road safety or operational performance.

279. Significant travel-generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services. New development areas should be served by public transport providing access to a range of destinations. Development plans should indicate when a travel plan will be required to accompany a proposal for a development which will generate significant travel.

280. Along with sound choices on the location of new development, appropriate street layout and design are key to achieving the policy principles at paragraph 270. The design of all new development should follow the placemaking approach set out in this SPP and the principles of Designing Streets, to ensure the creation of places which are distinctive, welcoming, adaptable, resource efficient, safe and pleasant and easy to move around and beyond.

281. National maximum parking standards for certain types and scales of development have been set to promote consistency (see [Annex B: Parking Policies and Standards](#)). Where an area is well served by sustainable transport modes, planning authorities may set more restrictive standards, and where public transport provision is limited, planning authorities may set less restrictive standards. Local authorities should also take account of relevant town centre strategies when considering appropriate parking provision (see paragraphs 64-65 and [Annex A: Town Centre Health Checks and Strategies](#)).

282. When preparing development plans, planning authorities should consider the need for improved and additional freight transfer facilities. Strategic freight sites should be safeguarded in development plans. Existing roadside facilities and provision for lorry parking should be safeguarded and, where required, development plans should make additional provision for the overnight parking of lorries at appropriate locations on routes with a high volume of lorry traffic. Where appropriate, development plans should also identify suitable locations for new or expanded rail freight interchanges to support increased movement of freight by rail. Facilities allowing the transfer of freight from road to rail or water should also be considered.

283. Planning authorities and port operators should work together to address the planning and transport needs of ports and opportunities for rail access should be safeguarded in development plans. Planning authorities should ensure that there is appropriate road access to ferry terminals for cars and freight, and support the provision of bus and train interchange facilities.

284. Planning authorities, airport operators and other stakeholders should work together to prepare airport masterplans and address other planning and transport issues relating to airports. Relevant issues include public safety zone safeguarding, surface transport access for supplies, air freight, staff and passengers, related on- and off-site development such as transport interchanges, offices, hotels, car parks, warehousing and distribution services, and other development benefiting from good access to the airport.

285. Canals, which are scheduled monuments, should be safeguarded as assets which can contribute to sustainable economic growth through sensitive development and regeneration. Consideration should be given to planning for new uses for canals, where appropriate.

Development Management

286. Where a new development or a change of use is likely to generate a significant increase in the number of trips, a transport assessment should be carried out. This should identify any potential [cumulative effects](#) which need to be addressed.

287. Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- direct links to local facilities via walking and cycling networks are not available or cannot be made available;
- access to local facilities via public transport networks would involve walking more than 400m; or
- the transport assessment does not identify satisfactory ways of meeting sustainable transport requirements.

Guidance is available in [Transport Assessment and Implementation: A Guide](#)¹²⁴

¹²⁴ www.scotland.gov.uk/Publications/2005/08/1792325/23264

288. Buildings and facilities should be accessible by foot and bicycle and have appropriate operational and servicing access for large vehicles. Cycle routes, cycle parking and storage should be safeguarded and enhanced wherever possible.

289. Consideration should be given to how proposed development will contribute to fulfilling the objectives of Switched On Scotland – A Roadmap to Widespread Adoption of Plug-in Vehicles. Electric vehicle charge points should always be considered as part of any new development and provided where appropriate.

290. Development proposals that have the potential to affect the performance or safety of the strategic transport network need to be fully assessed to determine their impact. Where existing infrastructure has the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, further investment in the network is not likely to be required. Where such investment is required, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network will have to be met by the developer.

291. Consideration should be given to appropriate planning restrictions on construction and operation related transport modes when granting planning permission, especially where bulk material movements are expected, for example freight from extraction operations.

Supporting Digital Connectivity

NPF Context

292. NPF3 highlights the importance of our digital infrastructure, across towns and cities, and in particular our more remote rural and island areas. Our economy and social networks depend heavily on high-quality digital infrastructure. To facilitate investment across Scotland, planning has an important role to play in strengthening digital communications capacity and coverage across Scotland.

Policy Principles

293. The planning system should support:

- development which helps deliver the Scottish Government's commitment to world-class digital connectivity;
- the need for networks to evolve and respond to technology improvements and new services;
- inclusion of digital infrastructure in new homes and business premises; and
- infrastructure provision which is sited and designed to keep environmental impacts to a minimum.

Key Documents

- [Scotland's Digital Future](#)¹²⁵ and associated [Infrastructure Action Plan](#)¹²⁶
- [Scotland's Cities: Delivering for Scotland](#)¹²⁷
- [A National Telehealth and Telecare Delivery Plan for Scotland to 2015](#)¹²⁸

¹²⁵ www.scotland.gov.uk/Resource/Doc/981/0114237.pdf

¹²⁶ www.scotland.gov.uk/Publications/2012/01/1487

¹²⁷ www.scotland.gov.uk/Publications/2012/01/05104741/0

¹²⁸ www.scotland.gov.uk/Resource/0041/00411586.pdf

- [Planning Advice Note 62, Radio Telecommunications provides advice on siting and design](#)¹²⁹
- [Circular 2/2003: Safeguarding of Aerodromes, Technical Sites and Military Explosives Storage Areas](#)¹³⁰

Delivery

Development Planning

294. Local development plans should reflect the infrastructure roll-out plans of digital communications operators, community groups and others, such as the Scottish Government, the UK Government and local authorities.

295. Local development plans should provide a consistent basis for decision-making by setting out the criteria which will be applied when determining planning applications for communications equipment. They should ensure that the following options are considered when selecting sites and designing base stations:

- mast or site sharing;
- installation on buildings or other existing structures;
- installing the smallest suitable equipment, commensurate with technological requirements;
- concealing or disguising masts, antennas, equipment housing and cable runs using design and camouflage techniques where appropriate; and
- installation of ground-based masts.

296. Local development plans should set out the matters to be addressed in planning applications for specific developments, including:

- an explanation of how the proposed equipment fits into the wider network;
- a description of the siting options (primarily for new sites) and design options which satisfy operational requirements, alternatives considered, and the reasons for the chosen solution;
- details of the design, including height, materials and all components of the proposal;
- details of any proposed landscaping and screen planting, where appropriate;
- an assessment of the cumulative effects of the proposed development in combination with existing equipment in the area;
- a declaration that the equipment and installation is designed to be in full compliance with the appropriate ICNIRP guidelines for public exposure to radiofrequency radiation¹³¹; and
- an assessment of visual impact, if relevant.

297. Policies should encourage developers to explore opportunities for the provision of digital infrastructure to new homes and business premises as an integral part of development. This should be done in consultation with service providers so that appropriate, universal and future-proofed infrastructure is installed and utilised.

¹²⁹ www.scotland.gov.uk/Publications/2001/09/pan62/pan62-

¹³⁰ www.scotland.gov.uk/Publications/2003/01/16204/17030

¹³¹ The radiofrequency public exposure guidelines of the International Commission on Non-Ionising Radiation Protection, as expressed in EU Council recommendation 1999/519/ EC on the limitation of exposure of the general public to electromagnetic fields.

Development Management

298. Consideration should be given to how proposals for infrastructure to deliver new services or infrastructure to improve existing services will contribute to fulfilling the objectives for digital connectivity set out in the Scottish Government's World Class 2020 document. For developments that will deliver entirely new connectivity – for example, mobile connectivity in a “not spot” – consideration should be given to the benefits of this connectivity for communities and the local economy.

299. All components of equipment should be considered together and designed and positioned as sensitively as possible, though technical requirements and constraints may limit the possibilities. Developments should not physically obstruct aerodrome operations, technical sites or existing transmitter/receiver facilities. The cumulative visual effects of equipment should be taken into account.

300. Planning authorities should not question the need for the service to be provided nor seek to prevent competition between operators. The planning system should not be used to secure objectives that are more properly achieved under other legislation. Emissions of radiofrequency radiation are controlled and regulated under other legislation and it is therefore not necessary for planning authorities to treat radiofrequency radiation as a material consideration.

Annex A – Town Centre Health Checks and Strategies

Town centre health checks should cover a range of indicators, such as:

Activities

- retailer representation and intentions (multiples and independents);
- employment;
- cultural and social activity;
- community activity;
- leisure and tourism facilities;
- resident population; and
- evening/night-time economy.

Physical environment

- space in use for the range of town centre functions and how it has changed;
- physical structure of the centre, condition and appearance including constraints and opportunities and assets;
- historic environment; and
- public realm and green infrastructure.

Property

- vacancy rates, particularly at street level in prime retail areas;
- vacant sites;
- committed developments;
- commercial yield; and
- prime rental values.

Accessibility

- pedestrian footfall;
- accessibility;
- cycling facilities and ease of movement;
- public transport infrastructure and facilities;
- parking offer; and
- signage and ease of navigation.

Community

- attitudes, perceptions and aspirations.

Town centre strategies should:

- be prepared collaboratively with community planning partners, businesses and the local community;
- recognise the changing roles of town centres and networks, and the effect of trends in consumer activity;
- establish an agreed long-term vision for the town centre;
- seek to maintain and improve accessibility to and within the town centre;
- seek to reduce the centre's environmental footprint, through, for example, the development or extension of sustainable urban drainage or district heating networks;
- identify how green infrastructure can enhance air quality, open space, landscape/settings, reduce urban heat island effects, increase capacity of drainage systems, and attenuate noise;
- indicate the potential for change through redevelopment, renewal, alternative uses and diversification based on an analysis of the role and function of the centre;
- promote opportunities for new development, using master planning and design, while seeking to safeguard and enhance built and natural heritage;
- consider constraints such as fragmented site ownership, unit size and funding availability, and recognise the rapidly changing nature of retail formats;
- identify actions, tools and delivery mechanisms to overcome these constraints, for example improved management, Town Teams, Business Improvement Districts or the use of [compulsory purchase powers](#)¹³²; and
- include monitoring against the baseline provided by the health check to assess the extent to which it has delivered improvements.

More detailed advice on town centre health checks and strategies can be found in the Town Centre Masterplanning Toolkit.

¹³² www.scotland.gov.uk/Topics/archive/National-Planning-Policy/themes/ComPur

Annex B – Parking Policies and Standards

Parking Restraint Policy – National Maximum Parking Standards for New Development

In order to achieve consistency in the levels of parking provision for specific types and scales of development, the following national standards have been set:

- retail (food) (Use Class 1) 1000m² and above – up to 1 space per 14m²;
- retail (non-food) (Use Class 1) 1000m² and above – up to 1 space per 20m²;
- business (Use Class 4) 2500m² and above – up to 1 space per 30m²;
- cinemas (Use Class 11a) 1000m² and above – up to 1 space per 5 seats;
- conference facilities 1000m² and above – up to 1 space per 5 seats;
- stadia 1500 seats and above – up to 1 space per 15 seats;
- leisure (other than cinemas and stadia) 1000m² and above – up to 1 space per 22m²; and
- higher and further education (non-residential elements) 2500m² and above – up to 1 space per 2 staff plus 1 space per 15 students.

Local standards should support the viability of town centres. Developers of individual sites within town centres may be required to contribute to the overall parking requirement for the centre in lieu of individual parking provision.

Parking for Disabled People – Minimum Provision Standards for New Development

Specific provision should be made for parking for disabled people in addition to general provision. In retail, recreation and leisure developments, the minimum number of car parking spaces for disabled people should be:

- 3 spaces or 6% (whichever is greater) in car parks with up to 200 spaces; or
- 4 spaces plus 4% in car parks with more than 200 spaces.

Employers have a duty under employment law to consider the disabilities of their employees and visitors to their premises. The minimum number of car parking spaces for disabled people at places of employment should be:

- 1 space per disabled employee plus 2 spaces or 5% (whichever is greater) in car parks with up to 200 spaces; or
- 6 spaces plus 2% in car parks with more than 200 spaces.

Glossary

Affordable housing	Housing of a reasonable quality that is affordable to people on modest incomes.
Anchor development (in the context of heat demand)	A large scale development which has a constant high demand for heat.
Article 4 Direction	Article 4 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 gives the Scottish Government and planning authorities the power to remove permitted development rights by issuing a direction.
Biodiversity	The variability in living organisms and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems (UN Convention on Biological Diversity, 1992).
Brownfield land	Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused building and developed land within the settlement boundary where further intensification of use is considered acceptable.
Civil infrastructure (in the context of flood risk)	Hospitals, fire stations, emergency depots, schools, care homes, ground-based electrical and telecommunications equipment.
Climate change adaptation	The adjustment in economic, social or natural systems in response to actual or expected climatic change, to limit harmful consequences and exploit beneficial opportunities.
Climate change mitigation	Reducing the amount of greenhouse gases in the atmosphere and reducing activities which emit greenhouse gases to help slow down or make less severe the impacts of future climate change.
Community	A body of people. A community can be based on location (for example people who live or work in or use an area) or common interest (for example the business community, sports or heritage groups).
Cumulative impact	Impact in combination with other development. That includes existing developments of the kind proposed, those which have permission, and valid applications which have not been determined. The weight attached to undetermined applications should reflect their position in the application process.
Cumulative effects (in the context of the strategic transport network)	The effect on the operational performance of transport networks of a number of developments in combination, recognising that the effects of a group of sites, or development over an area may need different mitigation when considered together than when considered individually.

Ecosystems services	The benefits people obtain from ecosystems; these include provisioning services such as food, water, timber and fibre; regulating services that affect climate, floods, disease, waste and water quality; cultural services with recreational, aesthetic, and spiritual benefits; and supporting services such as soil formation, photosynthesis and nutrient cycling.
Effective housing land supply	The part of the established housing land supply which is free or expected to be free of development constraints in the period under consideration and will therefore be available for the construction of housing.
Energy Centre	A stand alone building or part of an existing or proposed building where heat or combined heat and electricity generating plant can be installed to service a district network.
Essential infrastructure (in a flood risk area for operational reasons)	Defined in SEPA guidance on vulnerability as 'essential transport infrastructure and essential utility infrastructure which may have to be located in a flood risk area for operational reasons. This includes electricity generating stations, power stations and grid and primary sub stations, water treatments works and sewage treatment works and wind turbines'.
Flood	The temporary covering by water from any source of land not normally covered by water, but not including the overflow of a sewage system.
Flood plain	The generally flat areas adjacent to a watercourse or the sea where water flows in time of flood or would flow but for the presence of flood prevention measures. The limits of a flood plain are defined by the peak water level of an appropriate return period event. See also 'Functional flood plain'.
Flood risk	The combination of the probability of a flood and the potential adverse consequences associated with a flood, for human health, the environment, cultural heritage and economic activity.
Freeboard allowance	A height added to the predicted level of a flood to take account of the height of waves or turbulence and uncertainty in estimating the probability of the flooding.
Functional flood plain	The areas of land where water flows in times of flood which should be safeguarded from further development because of their function as flood water storage areas. For planning purposes the functional floodplain will generally have a greater than 0.5% (1:200) probability of flooding in any year. See also 'Washland'.
Green infrastructure	Includes the 'green' and 'blue' (water environment) features of the natural and built environments that can provide benefits without being connected. Green features include parks, woodlands, trees, play spaces, allotments, community growing spaces, outdoor sports facilities, churchyards and cemeteries, swales, hedges, verges and gardens. Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving and sustainable urban drainage systems.

Green networks	Connected areas of green infrastructure and open space that together form an integrated and multi-functional network.
Hazardous substances	Substances and quantities as currently specified in and requiring consent under the Town and Country Planning (Hazardous Substances) (Scotland) Regulations 1993 as amended (due to be replaced in 2015 as part of the implementation of Directive 2012/18/EU).
Historic environment	Scotland's historic environment is the physical evidence for human activity that connects people with place, linked with the associations we can see, feel and understand.
Historic Marine Protected Areas	Areas designated in Scottish territorial waters (0-12 miles) under the Marine (Scotland) Act 2010 for the purpose of preserving marine historic assets of national importance.
Housing supply target	The total number of homes that will be delivered.
Hut	A simple building used intermittently as recreational accommodation (ie. not a principal residence); having an internal floor area of no more than 30m ² ; constructed from low impact materials; generally not connected to mains water, electricity or sewerage; and built in such a way that it is removable with little or no trace at the end of its life. Huts may be built singly or in groups.
Major-accident hazard site	Site with or requiring hazardous substances consent.
Most vulnerable uses (in the context of flood risk and drainage)	Basement dwellings, isolated dwellings in sparsely populated areas, dwelling houses behind informal embankments, residential institutions such as residential care homes/prisons, nurseries, children's homes and educational establishments, caravans, mobile homes and park homes intended for permanent residential use, sites used for holiday or short-let caravans and camping, installations requiring hazardous substance consent.
National Nature Reserve (NNR)	An area considered to be of national importance for its nature conservation interests.
National Scenic Area (NSA)	An area which is nationally important for its scenic quality.
Open space	Space within and on the edge of settlements comprising green infrastructure and/or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function. Detailed typologies of open space are included in PAN65.

Outdoor sports facilities	<p>Uses where sportscotland is a statutory consultee under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, which establishes ‘outdoor sports facilities’ as land used as:</p> <p>(a) an outdoor playing field extending to not less than 0.2ha used for any sport played on a pitch;</p> <p>(b) an outdoor athletics track;</p> <p>(c) a golf course;</p> <p>(d) an outdoor tennis court, other than those within a private dwelling, hotel or other tourist accommodation; and</p> <p>(e) an outdoor bowling green.</p>
Outstanding Universal Value (OUV)	<p>The Operational Guidelines for the Implementation of the World Heritage Convention, provided by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) states that OUV means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. The Statement of OUV is the key reference for the future effective protection and management of the World Heritage Site.</p>
PADHI	<p>Planning Advice for Development near Hazardous Installations, issued by the Health and Safety Executive.</p>
Prime agricultural land	<p>Agricultural land identified as being Class 1, 2 or 3.1 in the land capability classification for agriculture developed by Macaulay Land Use Research Institute (now the James Hutton Institute).</p>
Place	<p>The environment in which we live; the people that inhabit these spaces; and the quality of life that comes from the interaction of people and their surroundings. Architecture, public space and landscape are central to this.</p>
Pluvial flooding	<p>Flooding as a result of rainfall runoff flowing or ponding over the ground before it enters a natural (e.g. watercourse) or artificial (e.g. sewer) drainage system or when it cannot enter a drainage system (e.g. because the system is already full to capacity or the drainage inlets have a limited capacity).</p>
Ramsar sites	<p>Wetlands designated under the Ramsar Convention on Wetlands of International Importance.</p>
Scheduled monument	<p>Archaeological sites, buildings or structures of national or international importance. The purpose of scheduling is to secure the long-term legal protection of the monument in the national interest, in situ and as far as possible in its existing state and within an appropriate setting.</p>
Sensitive receptor	<p>Aspect of the environment likely to be significantly affected by a development, which may include for example, population, fauna, flora, soil, water, air, climatic factors, material assets, landscape and the inter-relationship between these factors.</p> <p>In the context of planning for Zero Waste, sensitive receptors may include aerodromes and military air weapon ranges.</p>

Setting	Is more than the immediate surroundings of a site or building, and may be related to the function or use of a place, or how it was intended to fit into the landscape of townscape, the view from it or how it is seen from areas round about, or areas that are important to the protection of the place, site or building.
Site of Special Scientific Interest (SSSI)	An area which is designated for the special interest of its flora, fauna, geology or geomorphological features.
Strategic Flood Risk Assessment	Provides an overview of flood risk in the area proposed for development. An assessment involves the collection, analysis and presentation of all existing available and readily derivable information on flood risk from all sources. SFRA applies a risk-based approach to identifying land for development and can help inform development plan flood risk policy and supplementary guidance.
Strategic Transport Network	Includes the trunk road and rail networks. Its primary purpose is to provide the safe and efficient movement of strategic long-distance traffic between major centres, although in rural areas it also performs important local functions.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Brundtland Definition. Our Common Future, The World Commission on Environment and Development, 1987.
Sustainable Economic Growth	Building a dynamic and growing economy that will provide prosperity and opportunities for all, while ensuring that future generations can enjoy a better quality of life too.
Washland	An alternative term for the functional flood plain which carries the connotation that it floods very frequently.
Watercourse	All means of conveying water except a water main or sewer.
Windfall Sites	Sites which become available for development unexpectedly during the life of the development plan and so are not identified individually in the plan.



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Development in the Countryside

Supplementary Guidance SG01

July 2015



Falkirk Council
Development Services

Supplementary Guidance

A suite of supplementary guidance (SGs) is currently being produced by the Council. Most of these SGs are updated versions of previous Supplementary Planning Guidance (SPG) whilst others cover new topic areas (*denotes new SGs). There are 17 SGs in the series, all of which seek to provide more detailed guidance on how particular local development plan policies should be applied in practice.

These SGs form a statutory supplement to the Local Development Plan, and are intended to expand upon planning policies and proposals contained in the proposed plan.

A full list of the supplementary guidance available in this series is found below.

- SG01

Development in the Countryside *
- SG02

Neighbourhood Design
- SG03

Residential Extensions and Alterations
- SG04

Shopfronts
- SG05

Biodiversity and Development
- SG06

Trees and Development
- SG07

Frontiers of the Roman Empire (Antonine Wall) World Heritage Site
- SG08

Local Nature Conservation and Geodiversity Sites *
- SG09

Landscape Character Assessment and Landscape Designations *
- SG10

Education and New Housing Development
- SG11

Healthcare and New Housing Development *
- SG12

Affordable Housing
- SG13

Open Space and New Development
- SG14

Spatial Framework and Guidance for Wind Energy Development
- SG15

Low and Zero Carbon Development *
- SG16

Listed Buildings and Unlisted Properties in Conservation Areas *
- SG17

Renewable Energy *

Development in the Countryside

1. Introduction



2. Planning Policy Context



3. Housing in the Countryside



4. Business Development in the Countryside



5. Design Guidance



6. Appendices



1. Introduction

- 1.1** This supplementary guidance has been produced by Falkirk Council to elaborate on key countryside policies contained in the Local Development Plan. It provides more detailed guidance to developers and others on matters to take into account when approaching the Council with proposals for development in the countryside, in particular:
- (a) the circumstances in which development in the countryside will be permitted (Sections 3 and 4); and
 - (b) design guidance on new development in the countryside (Section 5).
- 1.2** In all cases it is recommended that pre-application advice is sought from the planning authority. Pre-application advice can be particularly useful in helping identify the issues to be covered and information that will be needed to support a planning application, which in turn can help accelerate the process. It is also advised that applicants seek appropriate professional advice (architect, structural engineer, landscape architect, ecologist etc), particularly where conversion, restoration or replacement of existing buildings in the countryside is involved.

2. Planning Policy Context

National Policy

- 2.1 The national policy framework for rural development is set out in the Scottish Planning Policy (SPP), with additional guidance provided by Planning Advice Note (PAN72): Housing in the Countryside.
- 2.2 The SPP adopts a positive approach to rural areas, with the overarching aim of enabling development which supports prosperous and sustainable communities, whilst protecting and enhancing environmental quality. New development should respond to the specific local circumstances and character of an area.
- 2.3 The focus of PAN72 is set out in key design principles, with the purpose of creating more opportunities for good quality rural housing which respects Scottish landscapes and building traditions. It emphasises the importance of landscape setting and context. If a proper fit in the landscape is not achieved, then even a well designed building can fail. High quality design is seen as integral to new development.



Falkirk Local Development Plan

- 2.4 The Council's objective through the Local Development Plan is to protect the character and environmental quality of Falkirk's countryside whilst facilitating well designed development, in the right places, where it is justified and necessary.
- 2.5 The key Local Development Plan policies to guide new development in the countryside are provided by :

- Policy CG01 Countryside
- Policy CG02 Green Belt
- Policy CG03 Housing in the Countryside
- Policy CG04 Business Development in the Countryside

Policy CG01 is a keynote policy which defines 'countryside' as those areas outwith the Urban and Village Limits. The Urban/Village Limits are identified on the Proposals Map of the LDP.

Policy CG02 applies within areas which, as well as being countryside, are also designated as green belt. Within the green belt there is a stronger presumption against development, and more stringent criteria to meet.

- 2.6 This Supplementary Guidance focuses on Policies CG03 and CG04 which deal with housing and business. Other types of development commonly promoted in the countryside are covered by other specific topic policies, e.g.

- Policy RW01 Renewable Energy
- Policy RW02/03 Minerals
- Policy RW08 Waste Management Facilities
- Policy INF13 Telecommunications

These key policies are supported by a number of general environmental policies which may also apply depending on the individual nature and location of the development proposal (a list of these policies is provided in Appendix 1).

3. Housing in the Countryside

Introduction

- 3.1** The general strategy of the LDP is to direct new housing development in rural areas to the existing villages, in order to sustain their vitality and take advantage of village services and infrastructure. However, it is recognised that there are circumstances where new houses in the countryside are necessary or appropriate.
- 3.2** **Policy CG03** aims both to encourage the sympathetic use of existing traditional buildings of character, as well as ensuring that new houses are located sympathetically and constructed to the highest standards of design and finish. Central to achieving this is harnessing the potential of redundant traditional rural buildings which contribute to the character and quality of the countryside. These buildings represent a significant resource both architecturally and from a sustainability point of view and have the potential to be reused and adapted to help meet present and future rural development needs. However there will be circumstances where new housing is considered acceptable.

- 3.3** **Policy CG03** sets out the circumstances where housing in the countryside will be supported :

Policy CG03 Housing in the Countryside

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

1. Housing required for the pursuance of agriculture, horticulture, or forestry, or the management of a business for which a countryside location is essential;
2. Restoration or replacement of houses which are still substantially intact, provided the restored/replacement house is of a comparable size to the original;
3. Conversion or restoration of non-domestic farm buildings to residential use, including the sensitive redevelopment of redundant farm steadings;
4. Appropriate infill development;
5. Limited enabling development to secure the restoration of historic buildings or structures; or
6. Small, privately owned gypsy/traveller sites which comply with Policy HSG08.

Detailed guidance on the application of these criteria will be contained in Supplementary Guidance SG01 'Development in the Countryside'. Proposals will be subject to a rigorous assessment of their impact on the rural environment, having particular regard to policies protecting natural heritage and the historic environment.

FALKIRK Local Development Plan



Proposed Plan

April 2013



3. Housing in the Countryside

Access and Servicing

- 3.4** All proposals will be required to meet the Council's standards for access and servicing. New developments are likely to have an impact on the local and strategic road network through the introduction of new journeys. In some circumstances where there are significant concerns the Council will request a transport assessment to ensure that any impacts on the transport network are identified at an early stage, and appropriate mitigation measures are introduced. Please refer to the Council's 'Design Guidelines & Construction Standards for Roads in the Falkirk Council Area' which can be found on the Council's website (www.falkirk.gov.uk)

Protected Species

- 3.5** Bats and birds can be encountered when redeveloping existing buildings. Some species are protected by law and to disturb them can constitute an offence. It is therefore recommended that an initial check is undertaken to identify if there are any issues which require further investigation. The presence of bats or birds is unlikely to mean that works cannot go ahead but does mean that their presence must be accommodated both during and after works. In these circumstances consultation within the Council or Scottish Natural Heritage (SNH) is essential.
- 3.6** The following supporting information gives further explanation to aid the interpretation of sub sections 1-6 of **Policy CG03**.

3.7 (1) Required to Support an Economic Activity

The Council recognises that the nature of a rural business may mean that managers or employees need to live on site. If a house is required on site for an economic activity all of the following criteria must be met:

- The submission of a business plan to demonstrate that the business has been planned on a sound financial basis and the business is economically viable.
- The submission of a supporting statement to demonstrate that the operational need for the additional house in association with the business.
- Evidence that no existing dwelling which might have served that need has been sold or otherwise alienated from the holding.
- Evidence that there are no reasonable opportunities for reusing or converting redundant buildings rather than building a new dwelling.
- If the above criteria are met, the proposed house will then be assessed in terms of its location, siting and design.

It should be noted that where a house is to be associated with a proposed economic activity, construction of the house will not be permitted in advance of the development of the business. In these circumstances, it is usual for the Council to grant a temporary permission for a non-permanent form of housing pending the establishment of the business.

3. Housing in the Countryside

3.8 (2) Restoration or Replacement of a House

(a) Restoration

The Council wants to encourage the restoration and re-use of worthwhile buildings in the countryside. Restoration rather than replacement will be favoured where the building is of traditional form and construction, is otherwise of architectural or historic merit, makes a positive contribution to the landscape or contributes to local character. The emphasis is on utilising the historic building fabric which already exists in the countryside. In these circumstances all of the following criteria must be met:

- The building, by virtue of its existing character, makes a positive contribution to the rural landscape.
- The building is substantially intact and is capable of beneficial restoration without substantial rebuilding. (Refer to Note 1 on Page 7).
- The restored or converted building is of comparable scale and character to the original building, and utilises natural materials which are locally sourced where possible.



Existing Building Contributes to Local Character



Case Study : Bulliondale House, Avonbridge

Copyright and Credits : The Pollock Hammond Partnership Architects and Conservation Consultants

3. Housing in the Countryside

(b) Replacement

There may be some houses in the countryside that may no longer meet the requirements for modern living, having fallen into a poor state of repair, or have been affected by adverse structural conditions. Such houses may have a dilapidated appearance, detracting from the landscape setting of the countryside and their removal would be beneficial. In the case of a replacement house all of the following criteria must be met:

- The existing house is in a habitable state (i.e. not a ruin).
- The building is of no architectural or historic interest, and makes no contribution to the local landscape.
- Evidence is provided that the existing house is sub-standard and of a design that is not readily improvable or extendable.
- The replacement house is of comparable scale and of high quality design appropriate to its setting and the surrounding area.
- The new house should occupy the same site as the original house, unless it can be demonstrated that an adjacent area provides a better landscape fit, in which case the existing house must be demolished and the land reinstated thereafter. It should be noted that where a building is listed, proposals will firstly have to meet the terms of **Policy D09** Listed Buildings contained within the LDP (Supporting Policies Section).

Note 1. For the purposes of sections (2) and (3) pages 6-8, 'substantially intact' will generally mean that the external walls and gables are still intact and are structurally sound. Applications should be accompanied by a structural engineer's report certifying that the building is capable of conversion without rebuilding the intact sections.



Photograph Copyright : Andrew Lee Photographer
Copyright and Credits : Simon Winstanley Architects

3. Housing in the Countryside

3.9 (3) Conversion or Restoration of non-domestic Farm Buildings/ Redevelopment of Farm Steadings

(a) Conversion or Restoration of non-domestic Farm Buildings

Farm or other non-residential buildings can also offer opportunities for beneficial conversion and re-use as homes. Proposals must meet all of the following criteria:

- The building is no longer required for the purposes it was built.
- The building, by virtue of its existing character, makes a positive contribution to the rural landscape.
- The building is substantially intact and is capable of beneficial restoration. (Refer to Note 1 on Page 7).
- The building is safely accessible and can be linked to water and other services without substantial rebuilding.
- The restored or converted building is of comparable scale and character to the original building and materials used should be sympathetic.



Non-Domestic Farm Buildings Capable of Beneficial Restoration



Case Study : Barn Conversion

Copyright and Credits : Beaton and McMurphy Architects



Converted Farm Steading

3. Housing in the Countryside

(b) Redevelopment of Farm Steadings

Traditional agricultural farm steadings are a significant feature of the Scottish landscape, usually comprising a collection of individual buildings as well as the farmhouse itself formed around a central courtyard area. Changes in agricultural practice have resulted in many buildings becoming redundant. Conversion and redevelopment of farm steadings offers the opportunity to increase the level and variety of Falkirk's housing stock, as well as meeting the needs of rural areas for commercial or industrial development.

Farm steadings are a finite resource and once their character has been eroded or lost, they cannot be replaced and their contribution towards the character of the rural landscape will be diminished. It is therefore important that conversions and redevelopment proposals are undertaken in a sensitive and innovative manner that conserves their original character.

In addition to the criteria set out in 3 (a) for the conversion or restoration of residential and non-residential buildings, proposals for the redevelopment of farm steadings must meet all of the following criteria:

- There must be retention of some of the built elements of the steading.
- Limited new development will be permitted within the steading envelope provided it integrates well with, and does not impact on the character and form of the existing building group.
- The traditional character and form of the existing building group is retained.
- The emphasis is on a coherent design concept which seeks to retain the steading character rather than a collection of 'suburban style' houses.
- The submission of a masterplan will be required.



Farm Steading Converted and Extended to Create a Coherent Building Group



Traditional Character Retained by Redevelopment of Farm Steading

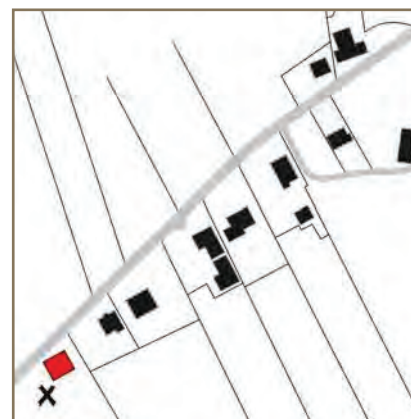
3. Housing in the Countryside

3.10 (4) Infill Development

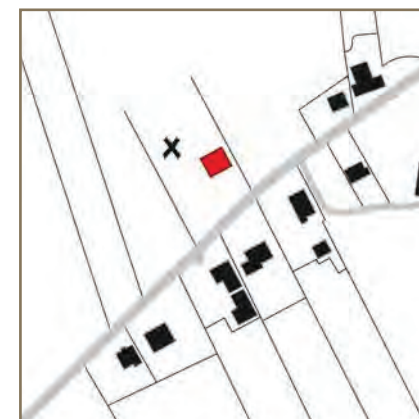
Appropriate infill development will be allowed between two residential properties where all of the following criteria are met :

- The proposed infill development must occupy a clear gap between two existing residential properties.
- The scale, density and design of the proposed infill housing should respect the character of existing development. Proposals should respond to local distinctiveness.
- The existing residential properties must front a road or access lane and be less than 80 metres apart.
- The gap is not on the edge of an existing village or urban limit where the edge of the settlement has already been defined.
- The development should not constitute ribbon or backland development. (Ribbon development is defined as the outward linear growth of development along a road).
- If there is a predominant building line this should be adhered to.
- The terms of LDP **Policy HSG05** (Infill Development and Subdivision of Plots) should be met.

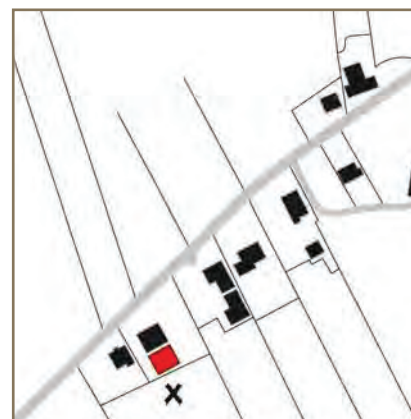
3.11 Figure 1:
Examples of unacceptable and acceptable infill development



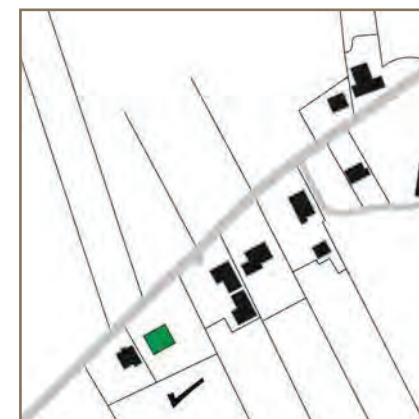
Inappropriate
Ribbon Development



Inappropriate
Sporadic Development



Inappropriate
Backland Development



Appropriate
Infill Development

3. Housing in the Countryside

3.12 (5) Enabling Development

Enabling development may be permitted in some circumstances where it will secure the long term future of historic buildings or historic assets. This is development that would not normally be acceptable in general policy terms, but can be justified where there are overriding conservation benefits to be gained from the overall development scheme, which could not be achieved through other means. It would typically seek to subsidise the cost of major repair or conversion to a viable use of a significant historic building or historic asset.

Proposals involving enabling development will only be permitted where all of the following criteria can be met :

- The enabling development will secure the restoration, re-use and long-term future of an historic building or structure of acknowledged importance.
- The conservation benefits significantly outweigh the disbenefits of setting aside the normal presumption against development in the countryside.
- The design, materials, massing, location and density of the enabling development does not compromise the special character or historic setting of the principal restoration development, its relationship to ancillary historic buildings and structures, and any associated designed landscape, with particular reference to **LDP Policies D09** (Listed Buildings) and **D12** (Historic Gardens and Designed Landscapes).
- The submission of a Statement of Justification, which includes sufficient detailed financial information to allow the proposal to be fully assessed.
- The Statement of Justification should demonstrate that :
 - The principal restoration development would be financially unviable without the enabling development due to a demonstrable level of conservation deficit. All other potential sources of subsidy have been explored, and the property or asset has been subjected to appropriate marketing.
 - The scale of enabling development is the minimum necessary to secure the long term future of the principal restoration development, whilst allowing an appropriate level of developer profit.



Larbert House :
Approved Enabling Development Scheme to support restoration, conversion and extension of Category “B” Listed Mansion

3. Housing in the Countryside

3.13 (6) Gypsy/Travellers

Gypsies and Travellers have specific housing needs, requiring sites for caravans and mobile homes, which are difficult to locate within urban areas. The SPP requires authorities to set out policies for dealing with applications for small privately owned sites.

Proposals for small privately owned sites to accommodate gypsy/travellers should not impact negatively on the surrounding countryside. Proposals will be permitted where they comply with **Policy HSG08** Gypsy/Travellers' Sites which requires that :

- The site satisfies policies in the LDP relating to the protection of the built and the natural heritage (**Policies GN02-05** and **D07-14**) and the protection of the public open space (**Policy INF03**).
- The site can be appropriately landscaped, such that there will be no adverse effect on the character, appearance and amenity of the area.
- The site affords an appropriate level of residential amenity and access to community facilities; and
- Access, parking and other servicing can be provided to a satisfactory standard, and the site is not at significant risk from flooding, in terms of LDP **Policy RW06** - Flooding.

4. Business Development in the Countryside

- 4.1** The Council wishes to promote sustainable economic activity in rural areas. Rural sites may offer various opportunities for economic growth. Farm diversification, the re-use of rural buildings and appropriate redevelopment and expansion proposals for existing industrial and business purposes will generally offer the greatest scope for sustainable economic development in the countryside. However new businesses may arise where there is a site specific resource opportunity.
- 4.2** The countryside provides a setting for many leisure activities. These include both informal pursuits and organised sports, with a range of requirements in terms of infrastructure and facilities. Countryside recreation can provide much needed economic activity in the rural area, as well as promoting the enjoyment of the area's natural heritage. At the same time, a cautious approach is necessary as some activities have implications for the character of the countryside, in terms of visual, ecological and noise impacts which need to be carefully assessed.

- 4.3** Policy CG04 sets out the circumstances where business development will be supported :

Policy CG04 Business Development in the Countryside

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

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

Detailed guidance on the application of these criteria will be contained in Supplementary Guidance SG01 'Development in the Countryside'. Proposals will be subject to a rigorous assessment of their impact on the rural environment, having particular regard to policies protecting natural heritage and the historic environment.

Access and Servicing

- 4.4** All proposals will be required to meet the Council's standards for access and servicing. New developments are likely to have an impact on the local and strategic road network through the introduction of new journeys. In some circumstances where there are significant concerns the Council will request a transport assessment to ensure that any impacts on the transport network are identified at an early stage, and appropriate mitigation measures are introduced. Please refer to the Council's 'Design Guidelines & Construction Standards for Roads in the Falkirk Council Area' which can be found on the Council's website (www.falkirk.gov.uk)



Farm Diversification at Wellsfield Farm Equestrian Centre

4. Business Development in the Countryside

Protected Species

4.5 Bats and birds can be encountered when redeveloping existing buildings. Some species are protected by law and to disturb them can constitute an offence. It is therefore recommended that an initial check is undertaken to identify if there are any issues which require further investigation. The presence of bats or birds is unlikely to mean that works cannot go ahead but does mean that their presence must be accommodated both during and after works. In these circumstances consultation within the Council or Scottish Natural Heritage (SNH) is essential.

4.6 The following supporting information gives further explanation to aid the interpretation of sub sections 1-4 of **Policy CG04**.

4.7 (1) Areas Identified for Business Development

There are a few areas specifically identified outwith settlements in the LDP for business development, either as specific economic development proposals or as core business areas. Development within these areas will be subject to the relevant site specific policies and criteria contained in the LDP.



The Kelpies in the Helix Park

4.8 (2) New Business Development

Within the countryside, new business development will generally only be permitted where the need for a countryside location is demonstrated, or the proposal is an appropriate form of farm diversification. All proposals will be subject to a rigorous assessment of their impact on the rural environment.

Tourism is one of the developing sectors in the Falkirk Council area and is recognised in a number of the Council's initiatives and strategies. Appropriate countryside tourism and leisure uses that require a rural location are therefore welcomed in the countryside. The LDP outlines that priority will be given to the development of tourism proposals which support the themes/networks and strategic nodes identified in the plan. The themes are focused around the Central Scotland Green Network, the Canal Network (Forth & Clyde and Union Canals), and the Antonine Wall which intersect at various tourism nodes highlighted below, some of which are in the countryside:

Tourism Nodes

**Falkirk Town Centre,
Bo'ness Town Centre/Harbour/Steam Railway,
Callendar House/Park/Wood,
Helix/Falkirk Gateway,
Falkirk Wheel/Portdownie/Roughcastle,
Gilston/Whitecross, Kinneil, Muiravonside.**

Falkirk's strength in outdoor attractions and activities is being enhanced by projects such as the Helix, the John Muir Way and the World Heritage status of the Antonine Wall. All of these projects will provide opportunities to further enhance Falkirk's status as a tourist location and encourage more visitors to come and stay in the area for a longer period.

4. Business Development in the Countryside



Kingsbarn Equestrian Centre, Shieldhill



The Milk Barn Ice Cream Parlour, Glen Village

Farm diversification into non-agricultural activities can be vital to the continuing viability of many farm enterprises. Not only can diversification help sustain the rural economy, it can provide much needed additional facilities and services for local communities. Diversification should not however result in excessive expansion and encroachment of building development into the countryside, creating problems such as access congestion, noise pollution and loss of amenity. Ideally diversification schemes should remain additional to the main agricultural function of the land, and agriculture should remain the dominant land use in order to preserve landscapes that have resulted from farming activity.

Proposals for new business development will be permitted where the following criteria are met:

- The submission of a Statement of Justification, which includes sufficient detailed financial information to allow the proposal to be fully assessed.
- The Statement of Justification should demonstrate that
 - A countryside location is essential and how the proposal would benefit the local economy.
 - A business plan demonstrating the viability of the proposal in the long term which includes financial projections. (Guidance on producing a business plan and what it should contain can be found on the Business Gateway site.
<http://www.bgateway.com/starting-up/create-business-plan/prepare-a-business-plan/>
- The siting and scale of the proposal and associated infrastructure is appropriate, and design is of a high standard, allowing the development to integrate well into the landscape.
- Proposals for new visitor attractions and tourism infrastructure should support the themes set out in the LDP and the tourism strategies of the Council, thereby enhancing the image and tourism profile of the area.
- Proposals for new hotels, B&B's, guest houses, pubs/restaurants will generally only be permitted where a specific opportunity is identified in the LDP or existing buildings are being utilised. Small-scale proposals for new-build self-catering accommodation, caravan or camping sites may be supported subject to appropriate siting and a high quality of design.

4. Business Development in the Countryside

4.9 (3) Brownfield Land/Conversion of Rural Buildings

(a) Brownfield Land

The policy allows for business proposals which reuse vacant industrial / commercial / institutional land or premises (essentially brownfield land i.e. land that has been previously developed). Usually these sites have been significantly degraded by a former activity. When such sites fall into disuse or are abandoned they have the potential to detract seriously from the visual and environmental amenity of a rural area. This policy recognises that their redevelopment could serve to enhance landscape quality by reducing the physical mass and presence of intrusive buildings within the countryside and simultaneously provide an opportunity to clean up contaminated land and assist environmental, social and economic regeneration. It could also make the best use of existing infrastructure and services and relieve the pressure to build on greenfield land, thus helping to protect the character of the countryside.

Proposals involving the re-use of industrial, commercial or institutional land or premises will require to meet all of the following criteria:

- There are significant environmental and/or community benefits to be gained as a consequence of the vacant site/buildings being re-developed.
- The scale of new development should be dictated by the available brownfield land, the needs of the business, and the capacity of the environment to accept it.
- The siting and scale of the proposal and associated infrastructure is appropriate, and the design is of a high standard, allowing the development to integrate well into the landscape.

(b) Conversion of Farm Buildings

The conversion of existing farm buildings for new business uses will be supported providing the proposal is compatible with surrounding uses.



A typical vernacular farm building

4. Business Development in the Countryside

4.10 (4) Extensions

Proposals for the expansion of an established economic development use in the countryside will be permitted in the following circumstances:

- The scale and nature of the proposal would not impact on the surrounding rural character.
- Where it is not possible to utilise existing buildings, new buildings would need to be in proportion with existing development and integrate well as part of the overall development.
- Where appropriate, proposals should respect scale design and materials of existing buildings.
- Appropriate landscaping measures are introduced which will help aid integration into the landscape.



Beancross Farm Hotel and Restaurant



Conversion and extension of farm steading

4. Business Development in the Countryside

Prior Approval Notification

- 4.11** It should be noted that certain agricultural buildings and operations do not require formal planning permission. Developments involving agriculture will normally require an approval from the planning authority known as Prior Approval Notification to be submitted. This is a quicker procedure than planning permission but still allows the planning authority to raise concerns with the siting, design and external appearance of a building.

5. Design Guidance

Introduction

- 5.1 This design guidance aims to promote a sensitive and imaginative approach to new development in Falkirk's countryside to create a sense of place and maintain local distinctiveness.
- 5.2 New development should respond to the unique character of the area's countryside. This guidance therefore includes overviews of local landscape character and rural building types.
- 5.3 A key objective is to inspire development which is “distinctive, safe and pleasant, welcoming, resource efficient, adaptable, and easy to get around.” These 6 qualities of successful places are set out in the Scottish Government's Policy Statement, “Designing Places.”
- 5.4 PAN 72 provides advice on best practice in terms of design of rural housing which respects the Scottish countryside. Inspirational design forms part of the Scottish Government's agenda to promote good quality housing design and placemaking throughout Scotland.



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5. Design Guidance

Distinctive Local Character

5.5 (a) Landscape Character

This design guidance is intended to encourage high quality, contemporary design which reflects local character. To achieve this, developers and their agents require a proper understanding of Falkirk's countryside.

5.6 The Falkirk Council area contains a rich diversity of landscapes variously shaped by geology, climate, historical settlement patterns, variations in types of land use and buildings. They include the flat carselands adjacent to the Forth Estuary to the north, the river valleys of the Carron and the Bonny Water in the central area, the undulating Slamannan plateau to the south, the Denny hills to the east and the rolling farmland of the east, bisected by the scenic Avon Valley.

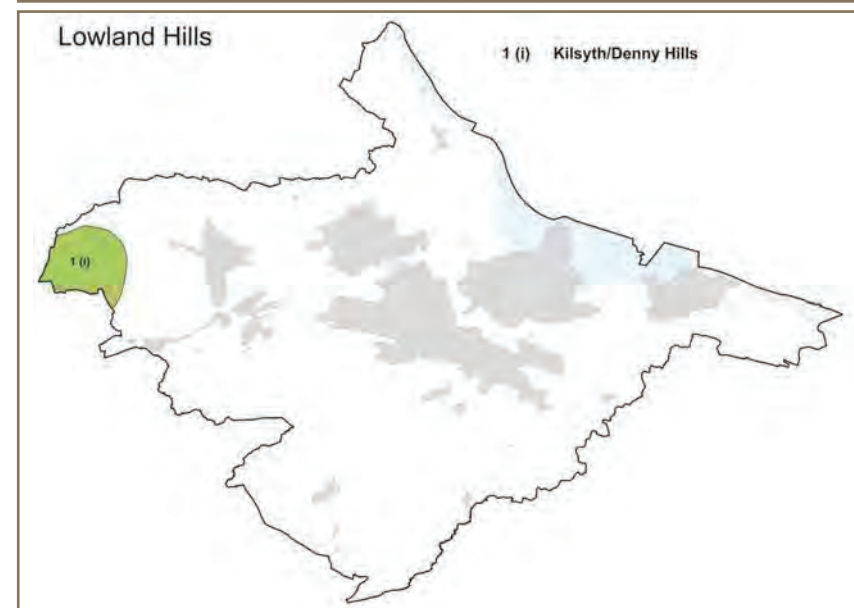
5.7 These varied landscapes are populated by single houses, country estates, groups of houses, industrial premises and agricultural buildings, the best of which are well sited and are of a scale and design to complement their countryside setting. Inappropriate development in rural areas has a significant detrimental impact, which can affect a large area since many buildings in the countryside can be viewed from a long distance away.

5.8 Supplementary Guidance (SG09) on Landscape Character Assessment and Landscape Designations sets out key information and guidelines based on 16 Landscape Character Areas (LCA's) contained within 6 generic Landscape Character Types that cover the Falkirk Council area. Information includes details on key characteristics, likely future forces for change, sensitivities and guidelines. It is recommended, therefore, that applicants make reference to the appropriate section within SG09 prior to developing preliminary proposals for development in any of the countryside areas.

5.9 The location of new development in any of the 16 LCAs must take into account all factors highlighted in SG09 to ensure that location and design enhance positive attributes of the landscape and meet key aims and objectives.

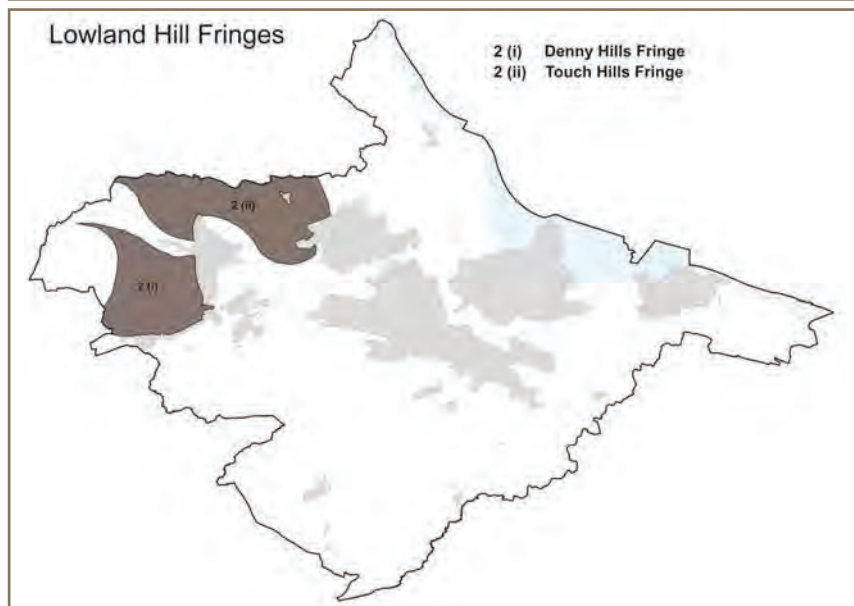
Generic Landscape Character Types

1. Lowland Hills



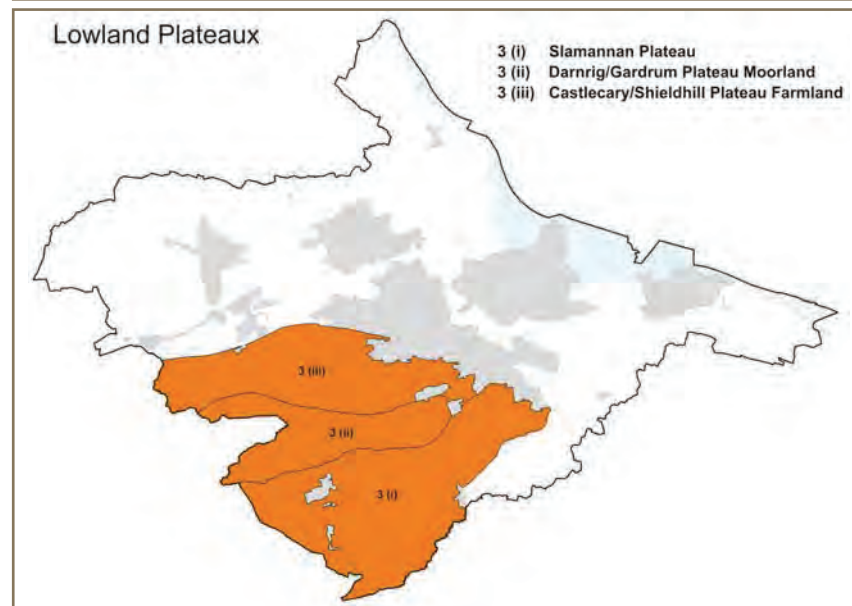
A landscape of lowland hill character, of medium to large scale, open or semi-open, and forming the eastern end of the Campsie Fells / Kilsyth Hills. It has a sense of naturalness, remoteness and wildness, contrasting strongly with the farming and development of lowland areas to the east. Hill tops are moorland with commercial forestry on upper slopes. The enclosure pattern comprises fences and stone walls and a general lack of hedgerows and hedgerow trees. The area is sparsely settled and development is limited to a few farms. Distant views down the Forth Valley to the east are obtained from the area.

2. Lowland Hill Fringes



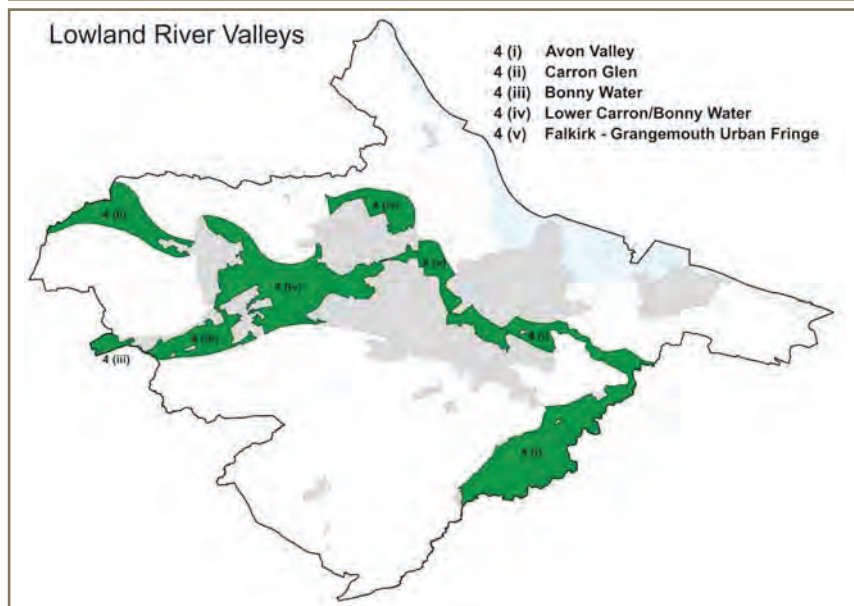
A transitional landscape, between the Lowland River Valleys and the higher ground of the Lowland Hills. It is of small to medium scale, with an intimate mosaic of woodland and farmland with rough and semi-improved grassland on higher ground grading into improved pasture and arable land on lower ground. Woodland cover varies from commercial plantations to small areas of broadleaf woodland. Enclosure ranges from stone walls and fences on higher ground to maintained hedges and hedgerow trees on lower ground. The area is traversed by a network of minor roads, generally on the lower ridges, and includes parts of the main transport corridors, outlying dwellings, farms, small settlements and power lines. There are extensive views out from the higher ground of the area.

3. Lowland Plateaux



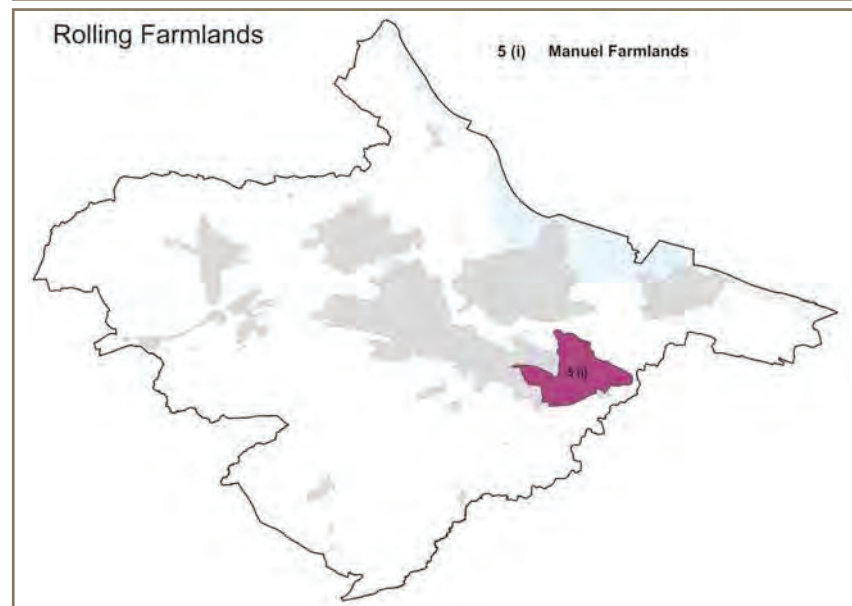
An elevated, gently undulating plateau landscape which rises southwards from the settled Lowland River Valleys. It is predominantly open, often featureless with raised/intermediate bog, wetland and waterbodies. Landcover is conifer plantation, shelterbelts, mixed woodland and generally rough grazing land with some improved land. The area is covered by a network of minor roads and 'B' roads with some medium sized former mining villages, sattered rural dwellings and farms. The area contains evidence of restored former mine workings, some former industrial buildings, peat workings and quarries and transmission towers and power lines are conspicuous. The enclosure pattern comprises fences, stones walls, maintained/unmaintained hedges and boundary trees. There are extensive views across the Forth from the northern edge.

4. Lowland River Valleys



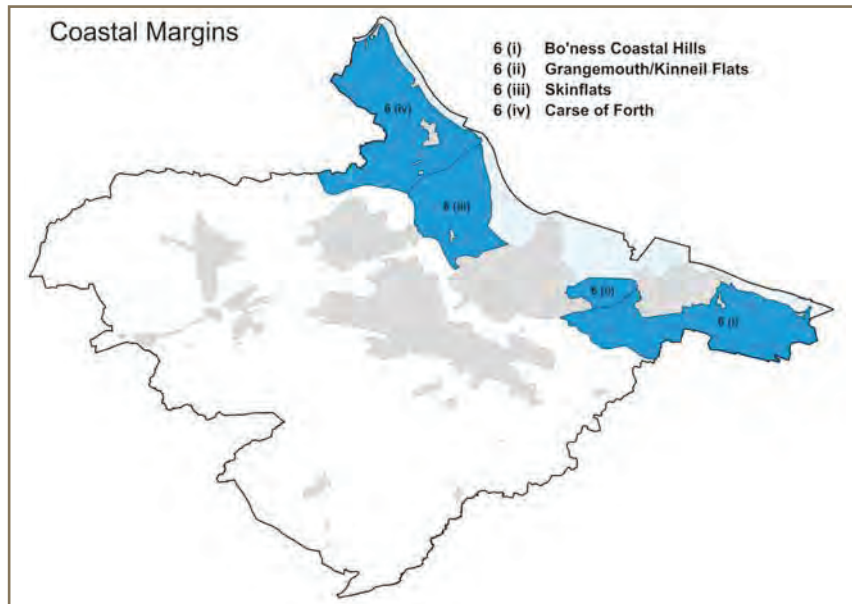
A landscape of broad flat valleys and narrow river valleys containing the Rivers Carron, Avon and Bonny Water; the narrow valleys are steep sided and wooded. The Carron Glen to the west is sparsely populated and is of a strong rural character. The Avon Glen to the south east is more settled by outlying dwellings and farms but retains a rural character. The main settlements and transport corridors occupy these valleys elsewhere and this landscape is generally dominated by development running from Banknock in the west to Polmont in the east. Within the more densely settled area, there is some land of more rural character with a mix of arable land, pasture, mixed woodland, recreational land with a paths network and unmaintained / derelict urban fringe land; some of these areas are designated as Green Belt. Views out of the area are often more limited by built development and woodland.

5. Rolling Farmlands



A landscape of smoothly rolling landform of small to medium scale, which has been previously worked in parts for industry (brickworks). Land rises from north and east and westwards towards Polmont. Estate woodland, avenues, mixed woodland and arable land are the main land cover. Farms, estate houses and scattered outlying dwellings form the main settlement pattern, with hedges plus hedgerow trees, fences and walls forming the enclosure pattern. Some longer views out of the area are obtained from high points.

6. Coastal Margins



A landscape running along the Firth of Forth and influenced by it, including inter-tidal mudflats, low lying carseland, designed landscapes with woodland, areas of built development and rolling coastal hills (latter to the south of Bo'ness). It contains internationally important habitats and both undeveloped coast and developed coast. The area contains the main arable and mixed farming areas of Falkirk Council area. This landscape contains small settlements (Airth, Letham, Skinflats) with farms and outlying rural dwellings along with important transport corridors; development is very visible in the open areas without woodland cover. The enclosure pattern ranges from only fences on the carseland with no tree cover, to areas with hedges and hedgerow trees on the Bo'ness Coastal Hills. There are long views outwards from the area towards the Forth.

5. Design Guidance

5.10 (b) Buildings in the Countryside

The countryside area of Falkirk has a unique built heritage, reflecting its long settlement history and its strategic location at the heart of central Scotland. It has long been a rich and important agricultural area, hosting the huge Tryst cattle market in former times, and was changed dramatically by the industrial revolution. The legacy of this history is seen today in tower houses, dovecots, castles, large country mansions set in designed landscapes, estate villages, modest farmhouses, miners' cottages, and industrial buildings and structures such as canals, aquaducts, viaducts, bridges and mills.

5.11 Many of these buildings and structures have been designated listed buildings on the basis of their architectural or historic interest. Notable examples include Avondale House, Lathallan House, Torwood Castle, Kinnaird House and Dunmore Estate (including the Pineapple, an outstanding idiosyncratic folly built c 1776 by the 4th Earl of Dunmore whose family provided Dunmore Model village for estate workers in the mid 19th century).

5.12 The distinctive local character of buildings in the countryside is derived from a combination of factors including fit with context, materials and design. From the simple but robust buildings associated with farm steadings to ornamented cottages in estate villages and formal country mansions in landscaped estates, there is a design vigour and strength of character which sets a quality standard for new development to emulate.



Kinningars Park Dovecot a Category "B" Listed Building



Torwood Castle a Category "A" Listed Building

5. Design Guidance



Storage Huts, Causewayend



Typical Farm Steading



Case Study : Cottage Extension
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Typical vernacular farm buildings

5. Design Guidance

5.13 (c) Villages and Building Clusters

The layout and building styles of the area's small rural settlements reflect their varying origins and histories. Two particularly distinctive types which are of architectural or social significance are the estate village and the miners' row.

5.14 Dunmore and Muirhouses are examples of estate villages. Dunmore was built by the Earl of Dunmore in the 19th century as a model village for estate workers, comprising pretty one and two storey semi-detached houses and terraced cottages arranged around a central green. Key features include pedimented bays and dormers, sandstone walls, slated roofs, overhanging purlinned eaves, finials and ridge ventilators. Muirhouses, to the east of Bo'ness is a settlement of attractive mid nineteenth century estate workers houses, designed in the cottage ornee style with decorative detailing to porches, roofs and windows.

5.15 Coal and fireclay mines once covered the Falkirk landscape, and small groups of miners' cottages grew up adjacent to the collieries. Letham is one of the few examples of a community exclusively based around a colliery. The mine commenced operation in 1912 and Letham Cottages, immediately to the south, was built the following year, the last complete example of a miners' row in the district. Letham Terraces, on the northern side of the colliery, was built circa 1923. Carron Company owned and built the mine, the houses and the railway which supplied coal to its world famous iron foundry.



Moss Cottages a Category "B" Listed Range of terraced cottages arranged around a central green in Dunmore Conservation Area



Entrance Detail : Muirhouses Conservation Area