

Falkirk Council

**FALKIRK
LOCAL DEVELOPMENT PLAN**

MAIN ISSUES REPORT

(Committee Draft)

September 2011

Falkirk Local Development Plan Main Issues Report

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1. Introduction

The New Local Development Plan

- 1.1 Development plans are prepared by local authorities to guide the use and development of land within their area. They contain policies and proposals which indicate where development should, or should not, take place and which provide guidance on topics such as housing, business, shopping, transport and infrastructure, recreation and community facilities and built and natural heritage.
- 1.2 Currently, the Development Plan in the Falkirk Council area comprises two documents:
- The **Falkirk Council Structure Plan**, approved in 2007, which provides broad, strategic policies and proposals for on how the area should grow and develop over the period to 2020;
 - The **Falkirk Council Local Plan**, adopted in 2010, which contains detailed, site-specific policies and proposals which implement the provisions of the Structure Plan.
- 1.3 The Planning etc. (Scotland) Act 2006 introduced a new planning system in Scotland, with revised arrangements for the preparation of development plans. Under this new system, the Council is preparing a new **Local Development Plan (LDP)** for its area. This will be a single plan, replacing both the Structure and Local Plan, which will set out both the broad vision and strategy for the area for a 20 year period, and detailed, site-specific policies and proposals which will guide development for the first 10 years.
- 1.4 The anticipated adoption date for the Falkirk LDP is 2014. Therefore the LDP will set out a detailed land use framework for the period 2014-2024, and broad guidance on the scale and location of development for the period to 2034.
- 1.5 The Council has taken the decision to commence preparation of the new LDP even though the Falkirk Council Local Plan has only been adopted very recently. This is to ensure that, taking account of the time taken to prepare the plan, the new plan is in place no more than 5 years from the adoption of the Local Plan. Nonetheless, because the Local Plan is relatively up to date, it is expected that much of its content will be carried forward into the new LDP.

The LDP Process

- 1.6 The process and programme for preparing the Falkirk LDP is set out in the Council's Development Plan Scheme. In broad terms, the stages in the preparation of the LDP are as follows:
- **Pre-Main Issues Report.** The Council prepares the evidence base for the LDP and consults on the key issues to be addressed through the LDP.
 - **Main Issues Report (MIR).** The Council identifies the main issues to be addressed by the LDP and sets out its preferred proposals for the future development in the area, together with alternatives.
 - **Proposed Plan.** Following consultation on the Main Issues Report, the Council sets out its firm view as to the vision and spatial strategy to be followed in the area.

- **Submission of Proposed Plan to Scottish Ministers.** Following representations on the Proposed Plan, the Council will submit it to Scottish Ministers.
- **Examination.** Unresolved issues raised through representations to the Proposed Plan are considered by a reporter who makes recommendations to the Council.
- **Adoption of Proposed Plan as Modified.** The Council adopts the LDP incorporating changes arising from the reporter's recommendations.

Main Issues Report (MIR)

- 1.7 This document is the Main Issues Report (MIR) for the Falkirk LDP, which has been informed by a range of consultation activity with key stakeholders in the area, as well as by a range of technical studies which provide the evidence base for the LDP.
- 1.8 The MIR is intended to be the main tool for consulting on the final content of the LDP, and to stimulate genuine debate on the proposed approach to development in the area, and alternatives to it. It indicates the Council's preferred approach to the key planning and land use issues facing the area over the coming years. However, it is not a draft plan, and although it indicates the sites which the Council is minded to propose for development, it does not contain detailed wordings of all the policies which will ultimately be included in the proposed plan. The format of the MIR is as follows.
- 1.9 Chapter 2 presents a proposed **vision** for the area, taking account of how it has developed over the past 10 years, the current vision and strategy for the area as expressed within the Structure Plan, the legislative and policy context in which the plan is being prepared, and the challenges and opportunities which will face us over the plan period. This would form the basis of the vision statement in the Proposed Plan. Potential alternative visions are also presented.
- 1.10 Chapters 3-5 present the **main issues** which are considered to be the key topics where decisions will have to be made on the future development of the area, and where change in the planning framework for the area is likely. There are fourteen such issues:
- | | |
|----------------|---------------------------------------|
| Main Issue 1: | Housing Growth |
| Main Issue 2: | Sustainable Housing Locations |
| Main Issue 3: | Housing Need |
| Main Issue 4: | Infrastructure for Growth |
| Main Issue 5: | Green Belt |
| Main Issue 6: | The Countryside |
| Main Issue 7: | Employment Land |
| Main issue 8: | Town Centres and Retailing |
| Main Issue 9: | Strategic Access & Sustainable Travel |
| Main Issue 10: | Climate Change |
| Main Issue 11: | Design Quality & Place-Making |
| Main Issue 12: | The Green Network |
| Main Issue 13: | Cultural Heritage |
| Main Issue 14: | Waste and Minerals |
- 1.11 Each main issue poses an associated **key question**. The issue is discussed, and a **preferred option** is identified, along with one or more **alternatives**. Depending on the issue, the options may be a set of proposals for housing, employment, or infrastructure, or they may be general policy approaches to a particular issue.

- 1.12 Chapter 6 presents the preferred **spatial strategy** which is an executive summary of the key spatial planning components arising from the various preferred options.
- 1.13 An appendix to the MIR contains **site schedules and maps**, showing on a settlement by settlement basis the details of which sites have been suggested for development, those that are preferred, and those which are not favoured. The extent of designated areas (such as green belt) which have been considered through the main issues is also indicated.

Strategic Environmental Assessment

- 1.14 Strategic environmental assessment is an integral part of the LDP preparation process, its purpose being to highlight the environmental effects of the preferred policies and proposals, and alternatives, as an aid to decision making, and to outline mitigation to reduce significant negative environmental effects. An **Environmental Report** has been published in conjunction with this MIR.
- 1.15 A Habitats Regulations Appraisal of the LDP will have to be prepared to determine if there are any adverse effects on European protected nature conservation sites. At this stage a statement has been prepared outlining the Council's approach and containing a preliminary screening of the various aspects of the MIR to highlight potential impacts.

Supporting Technical Reports

- 1.16 A number of separate **Technical Reports** have been produced, containing the detailed technical information and evidence on which the content of the MIR is based. These include the Monitoring Statement, which is required by legislation, and a number of other topic-based reports as follows.

Technical Report 1:	Monitoring Statement
Technical Report 2:	Site Assessment
Technical Report 3:	Housing Requirements & Settlement Growth Options
Technical Report 4:	Strategic Constraints
Technical Report 5:	Economy and Employment Land
Technical Report 6:	Green Belt
Technical Report 7:	The Green Network
Technical Report 8:	Renewable Energy
Technical Report 9:	Retail and Town Centres
Technical Report 10:	Pre-Main Issues Report Consultation Summary

2. Vision

The Falkirk Area

- 2.1 The Falkirk Council area is located at the heart of Central Scotland and its road and rail network. It is a compact area with a diversity of landscapes including the flat carseland adjacent to the Forth Estuary; the river valleys of the Carron, the Avon and the Bonny Water; and the upland areas of the Slamannan Plateau and the Denny Hills to the south and west. Its population of 152,480 lives in a network of towns and villages, with Falkirk as the principal administrative and service hub. The area was one of the cradles of the industrial revolution and retains a strong manufacturing base, within a diversified economy. Grangemouth hosts the largest chemical and petrochemical complex in Scotland, and is the country's largest container port, making it of strategic importance to the national economy.

The Past 10 Years

- 2.2 The last ten years have seen major changes in the area, and further progress in the ongoing process of physical and economic regeneration. Under the influence of the Structure Plan's strategy of growth, and higher than expected levels of in-migration, the population of the area has increased by over 6% from 1997 to 2009, this growth being shared round most of the settlements in the area, and reversing population decline in a number of communities. Up until 2007, housing growth was faster than anticipated by the Structure Plan, peaking at around 1000 completions per annum in 2003, and the Structure Plan's target population for 2020 of 152,000 has already been reached. This rapid growth has put additional pressure on physical and community infrastructure, although there has been major investment in new education and healthcare facilities, particularly new and upgraded schools, and the new Forth Valley Royal Hospital.
- 2.3 The period has seen a growth in employment within the area, and a further diversification of the local economy. Falkirk Town Centre has maintained its competitive position, and there has been considerable expansion of retail floorspace in the area, including a number of new foodstores within centres across the area. The opening of the Falkirk Wheel, attracting around half a million visitors a year, has put the area firmly on the tourist map of Scotland.
- 2.4 Considerable progress has been made in improving the environment of the area, with a significant reduction in the quantity of vacant and derelict land, and the development of community woodland and path networks around the urban fringe through the Falkirk Greenspace Initiative. This will be taken to a further level by the Helix project which will transform the landscape between Falkirk and Grangemouth. There has been increasing recognition of the area's heritage through the restoration of the Forth & Clyde and Union Canals and the World Heritage Site status accorded to the Antonine Wall.
- 2.5 Since 2008, the economic downturn has had a significant impact on the area. Housing completions have dropped dramatically, economic growth has slowed, and unemployment has risen. Progress with some of the major development and regeneration initiatives contained within the development plan has slowed as a consequence. Financial constraints on both public and private sectors present a challenging and uncertain environment for both the continuing implementation of the

strategy set out in the current development plan, and consideration of the future vision for the area through the new local development plan.

Towards a New Vision

Current Development Plan Vision and Strategy

- 2.6 The vision within the current Structure Plan for 2020 envisaged a dynamic economy, quality of life and sustainable development, achieved through a strategy of **‘sustainable growth in all our communities’**. This recognised the need to support the viability of all the individual communities within the Council area, including those that were in decline and lacking investment, by promoting growth distributed amongst the various settlements, having regard to their particular physical and environmental capacity, and their social and economic needs. Four communities were targeted as special initiatives for residential led regeneration (SIRRs). Meanwhile, nine strategic development opportunities were identified as the focus for economic development, which included town centres, gateways, regeneration areas, and specialist sites. The growth agenda was underpinned by the principle of sustainable development, the safeguarding of key environmental assets and the harnessing of growth to provide investment in environmental enhancement.
- 2.7 Good progress in implementing the strategy and achieving the vision has been made, as evidenced by a range of indicators. However, much remains to be done and many of the key components within the development plan are still at the planning stage.

Policy Context

- 2.8 The new LDP will have to take account a range of plans, policies and strategies at national, regional and local level.
- 2.9 At the **national** level, Scottish Planning Policy sets out detailed policy guidance on a range of topics, but with the Government's objective of sustainable economic growth as the overarching theme. Sustainable development remains a key objective, but with an increased focus on the meeting the challenges of climate change, as set out in the Climate Change (Scotland) Act 2009. The National Planning Framework (NPF2) has particular implications for the Falkirk area in terms of two national developments – the Grangemouth Freight Hub, which emphasises the port's key role in the national economy as a logistics hub, and the Central Scotland Green Network, within which Falkirk Council is one of 19 local authority partners. The Strategic Transport Projects Review sets out the Scottish Government's transport investment priorities for the next 20 years.
- 2.10 At the **regional** level, although not within a strategic development plan area, Falkirk Council participates in a number of regional partnerships such as SEStran, the Forth Area River Basin Advisory Group, the Central Scotland Forest/Central Scotland Green Network, the Antonine Wall WHS Management Group, and the Forth Estuary Forum (and potentially future Marine Planning Partnerships in line with the provisions of the Marine (Scotland) Act). Account will have to be taken of the plans and strategies promoted by these partnerships. There is also a need to take account of neighbouring strategic and local development plans.
- 2.11 At the **local** level, the strategic community plan and the single outcome agreement promote a wide ranging vision for the area based around the following principles:
- The legacy of the past and the potential of our future are protected;

- Our area is at the centre of Scottish life;
- Our future is as one of the most culturally diverse and distinct areas in Scotland;
- Our future has investment in jobs, learning, homes and leisure for all; and
- Our area is the place to be in the 3rd Millennium

2.12 'My Future's in Falkirk', which is the Council's flagship economic development initiative, envisages the area being recognised as:

- A place which is a dynamic business-friendly hub, serving central Scotland and beyond.
- A place where business can innovate, grow and prosper
- A place where young people can realise their fullest potential
- A place open to new and emerging possibilities in the global economy
- A place transformed with strong, vibrant and sustainable communities
- Having a culture and ethos of aspiration and ambition nationally and internationally
- A great place to live, work, visit and invest

2.13 These high level visions will help to shape the LDP's vision and it is for the LDP to express them in spatial planning terms. Further Council plans and strategies, such as the local housing strategy, the local transport strategy and the open space strategy, will require to be integrated closely with the LDP.

Challenges and Opportunities for the Future

2.14 In formulating the vision, some of the key challenges and opportunities facing the area over the coming years are likely to be:

- **Population and housing.** Government projections indicate that the population and number of households in the area will continue to increase, creating a requirement for additional housing, although the rate of increase is likely to be heavily dependent on economic factors. Other demographic changes, including an ageing population and declining household sizes will present challenges in provision of certain types of housing and other services.
- **Settlement pattern, identity and sense of place.** The communities of the Council area retain a strong sense of identity. Their scale as small to medium sized towns and villages, whilst benefiting from the facilities and services of the sub-regional centre of Falkirk, and easy access to Glasgow and Edinburgh, offers a quality of life which is an attractive alternative to the cities. Maintaining and enhancing their viability, identity, and sense of place in the context of continuing economic and physical change is a significant challenge.
- **Economic climate.** The recession continues to present a major challenge to the area's growth aspirations. However, there is the opportunity now to renew and refresh the development plan so that the area is well placed to benefit from recovery as and when it comes.
- **Business potential.** The economic potential of the area, given its location, its strong business base, the presence of Grangemouth, its growing tourism industry, and the skills and employability of its people, is huge. Realising this potential and repositioning Falkirk as a major component in the Scottish economy remains a key challenge.
- **Location.** The area's central location, between the two metropolitan regions, is a significant asset and opportunity, but also a challenge in terms of establishing Falkirk as a distinctive 'place to be' for business investment, and avoiding the area becoming a dormitory for the cities.

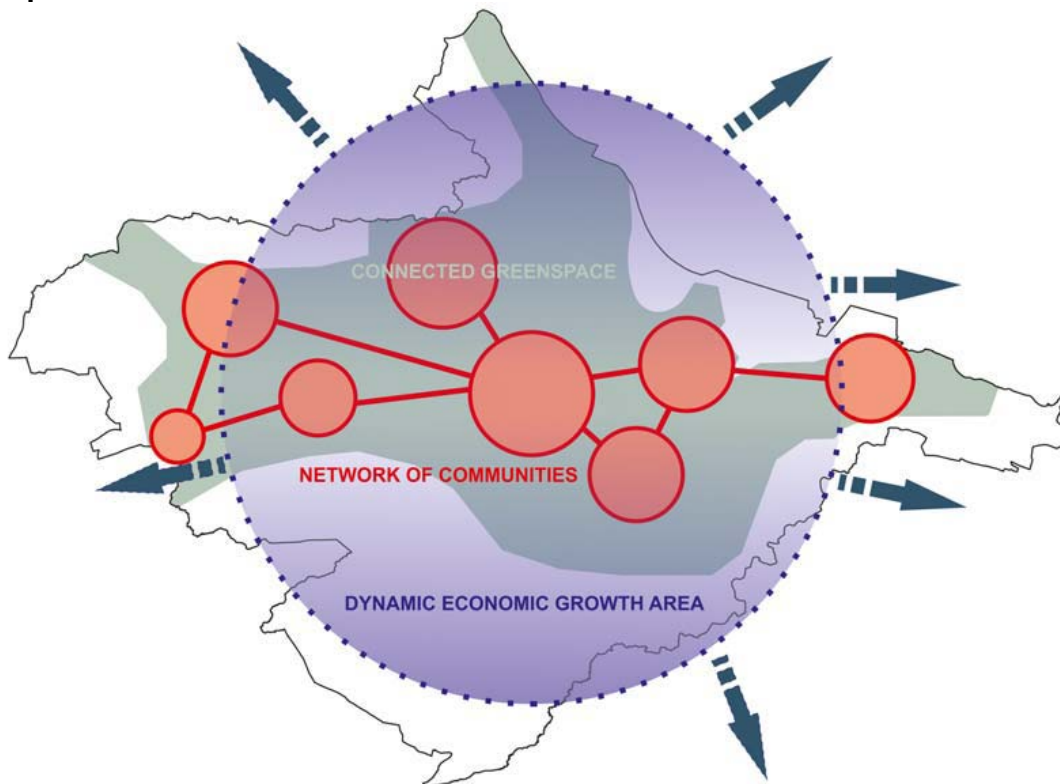
- **Accessibility.** Although the area benefits from excellent accessibility to the trunk road and railway network, there are still some key access constraints. The identification of Grangemouth Freight Hub within NPF2 is a clear recognition of the national priority attached to addressing some of these constraints.
- **Sustainable development and climate change.** The challenge of sustainable development is ever more acute, and growth will continue to put pressure on the area's environmental assets. Climate change presents a major threat, and makes the reduction of the area's carbon footprint an imperative. The LDP has a key role in promoting both mitigation and adaptation measures.
- **Poverty and deprivation.** Poverty, unemployment and lack of access to opportunity remains an issue in certain parts of the area.
- **Greenspace.** The area has a strong track record of developing greenspace as part of the Central Scotland Forest. Now it is at the heart of the Central Scotland Green Network, presenting an opportunity to further develop connected, multi-functional greenspaces across the area.
- **Resources and Infrastructure.** Public sector funding and resources have reduced, and may continue to decline over the period of the plan. This will have an impact on the delivery of infrastructure.

Falkirk 2034 – The Preferred Vision

- 2.15 The current vision and strategy is based around an aspiration for growth aimed at delivering sustainable economic prosperity and quality of life for all the communities in the area. The Council and its partners remain committed to a future shaped by growth and investment, the need for which has only been reinforced by the current recession. Progress has been made, but the area has still only achieved a part of what it is capable of in terms of becoming 'the place to be'. The current vision and strategy therefore remain relevant, although with resources likely to be scarcer, more creative and innovative approaches to delivery will be required.
- 2.16 However, the vision also needs to emphasise what is distinctive about our area in spatial terms. It should identify the essential characteristics that make it an attractive place to live, work and invest, and which we want to build on in the future. In this context, the vision needs to capture the character of the area as a network of communities with their own distinctive identity and 'green' setting, but with a collective critical mass of economic activity and potential, comparable with a city.
- 2.17 The vision will not succeed without being underpinned by the principles of sustainable development. The environmental resources of the area must be managed carefully if it is to have a viable future, and the area must align itself with national strategies to tackle climate change. Development must be harnessed to enhance the sense of place in communities through high quality design.
- 2.18 The preferred vision for the Falkirk Council area is:

A dynamic and distinctive area at the heart of Central Scotland, characterised by a network of **thriving communities** and greenspaces, and a vibrant and **growing economy** which is of strategic significance within the national context, providing an attractive and **sustainable place** to live, work and invest.

Map 2.1 The Preferred Vision



Alternative Visions

- 2.19 The first alternative scenario is a **'city' vision**. This is a high growth scenario which might see the identity of some of the individual communities subsumed into something approaching a single urban area, potentially through selective infilling of the gaps between towns, to create a scale of settlement and economic activity which might be better placed to compete economically at a national and global level. Whilst this vision might have economic attractions, it would carry environmental costs, and would threaten those characteristics of the area which residents appear to value.
- 2.20 The second alternative scenario is a **'status quo' vision**. This is a low growth scenario which seeks to minimise change. It represents a view that the area has reached capacity in terms of new development, and that the focus should shift to rectifying outstanding deficiencies in infrastructure caused by past growth. This would imply shedding a number of existing development commitments which are integral to the current growth strategy. Whilst this strategy may have certain attractions in terms of minimising impact on the environment, it is likely to lead to relative economic decline.

3. Thriving Communities

- 3.1 The existing Structure and Local Plans have sought to maintain and promote the vitality and viability of the Council's towns and villages through growth. The preferred vision for the LDP also sees growth as a positive feature, with the potential to bring a range of benefits to communities. The LDP will inherit a large amount of committed growth from the existing plans, and must determine the scale of further growth in line with household projections and the Government's policy requiring plans to include a 'generous supply' of land for housing. At the same time, growth must be consistent with the maintaining the character of the network of communities within the Council area, and must contribute to making the area a more sustainable place.
- 3.2 Key Objectives:
- To provide adequate land to meet future housing requirements and needs, having regard to housing projections and the Government's policy of providing a generous supply of land for housing;
 - To direct growth to places where it will support sustainable development goals, community regeneration, and maintain and enhance the character and identity of our towns and villages; and
 - To ensure that necessary social and physical infrastructure accompanies growth.

Main Issue 1: Housing Growth

Key question: What level of housing growth should we plan for over the period 2014-2034?

- 3.3 The area has seen rapid population and housing growth over the past 10 years, facilitated by the Structure Plan strategy of sustainable growth in all our communities, and an ambitious growth target of 13,800 houses from 2001-2020. Indeed growth has exceeded planned levels, driven by the strength of the housing market in the area during the mid 2000s which saw completion rates approaching 1000 houses per annum, and higher levels of in-migration than anticipated. Growth has brought a range of benefits in terms of investment in the area and increased housing choice, but has also brought challenges in relation to infrastructure capacity. Since 2008, however, the economic downturn has seen housing completions decline dramatically, with a total of 436 houses built in 2007/2008, and raised questions as to whether these high levels of growth can be sustained in the longer term.
- 3.4 The overall scale of housing in the Council area over the plan period 2014-2034 will be influenced by:
- The Housing Needs and Demand Assessment (HNDA) which provides an assessment of future housing requirements in the area;
 - Scottish Planning Policy which requires plans to provide a generous supply of land for housing;
 - Existing sites and the extent to which these are likely to cover future housing needs in the area;
 - Environmental and infrastructural constraints; and
 - Economic conditions and the capacity of the housebuilding industry to deliver growth over the coming years.

- 3.5 Household projections carried out as part of the HNDA estimate that the number of households will increase from the 2008 total of 67,810 to 86,410 in 2033. The development plan projects 1 year further to 87,150 in 2034, with a corresponding population increase from 151,570 to 171,780. Technical Report 3: Housing Requirements and Settlement Growth Options calculates that housing requirements over the plan period would be as shown in Figure 3.1 below.

3.6 **Figure 3.1 Additional housing required 2014-2024**

	2014-2024	2024-2034	Total 2014-2034
Additional housing required	9,350	8,624	17,974
Equivalent average annual rate of completions required	935	862	899

- 3.7 These figures suggest an annual completion rate of around 900 units, which is high in comparison with the current Structure Plan figure of 726 houses per annum, and with the historic average over the last 15 years of 738 per annum. Completion rates of this order were only achieved in the period 2001-2006 when the housing market was particularly buoyant, and they may not be realistic over the long term. It should also be noted that the figures are based on 2008 household projections. Various factors, not least the economic downturn, suggest that these projections, and corresponding housing requirements, may reduce in the future. The current figures therefore need to be treated with caution.
- 3.8 The level of existing housing land, comprising sites within the current Local Plan and sites with planning permission, is indicated in Figure 3.2 below. This gives an indication of the likely additional housing land which might be required, and shows that, whilst most of the requirement is covered by existing sites in the 2014-2024 period, very substantial additional housing land may be required in the period beyond 2024.

3.9 **Figure 3.2 Output from existing sites and shortfall 2014-2034**

	2014-2024	2024-2034	Total 2014-2034
Output from existing sites	7,322	1,906	9,228
Potential Shortfall	2,028	6,718	8,746

- 3.10 Overall infrastructure and environmental constraints to growth are considered in Technical Report 4: Strategic Constraints. In general terms, there are unlikely to be serious problems accommodating the levels of growth indicated for the 2014-2024 period. However, beyond 2024, the scale of growth identified in Figure 3.1 is likely to present increasing challenges in terms of environmental capacity, transport and education infrastructure, and maintaining the identity and character of communities which is integral to the preferred vision.
- 3.11 In terms of how the requirements might be addressed in the period to 2024, three possible growth options have been considered, each of which equates broadly to an approach to development in the area.

3.12 Figure 3.3 Strategic housing growth options

Strategic option	Annual housing completion rate	Approach to development 2014-2024
Low growth	600	Consolidation and regeneration within existing urban limits
Medium growth	725	Modest settlement expansion
High growth	900	Major new growth areas

- 3.13 Given the Government's requirement for a 'generous' supply of housing, it is proposed that a flexibility allowance would be applied to the above figures. This would allow for problems or delays in some sites coming forward.

Preferred Option

3.14

The preferred option is **medium growth**. This would promote a continuation of the Structure Plan and historic growth rates over the last 15 years or so (**725 per annum**). On past evidence, this level of growth is achievable from a market perspective. For the initial period of the plan, this would rely on **existing regeneration initiatives and commitments**, augmented by some **modest settlement expansions**, utilising smaller sites that make use, wherever possible, of spare infrastructure capacity, are potentially easier to deliver, and have more limited environmental implications. More substantial releases are likely to be needed in the period 2024-2034. Whilst this scenario would fall short of the requirement in Figure 3.1, a sufficient flexibility allowance will be provided, allowing the opportunity to meet Figure 3.1 targets, if the housing market were able to deliver this.

Alternatives

- 3.15 The first alternative would promote a **lower rate of growth** than in recent years (600 per annum). This would be based around a pessimistic view of the recovery of the housing market, and a cautious view of environmental and infrastructural capacity. For the initial period of the plan this would probably represent a strategy of **consolidation**, relying principally on existing commitments, with little further land release other than infill development. Substantial releases would nonetheless be required in the 2024-2034 period. This option would present a very much more limited growth scenario than that shown in Figure 3.1.
- 3.16 The second alternative would promote a **higher rate of growth**, around the level shown in Figure 3.1 (900 houses per annum). As noted previously, there are doubts as to whether the market could sustain this level of growth over the period of the plan. For the initial period of the plan, this scenario may require **major growth areas** as well as the more incremental settlement growth envisaged under the medium growth scenario, with yet further substantial allocations in the 2024-2034 period.

Main Issue 2: Sustainable Housing Locations

Key Question: Where should additional growth be located across the area in the period 2014-2024?

- 3.17 Following on from consideration of overall levels of housing growth, the LDP will determine the detailed location of new housing in the initial 10-year period of the plan (2014-2024), with a more general indication of the preferred distribution of growth in the 2024-2034 period.
- 3.18 As already indicated, a significant proportion of new housing up to 2024 will be provided by existing commitments within the current Local Plan, including various long-term development sites, the four Special Initiatives for Residential Led Regeneration (SIRRs) and other large regeneration opportunities. The current strategy of 'sustainable growth in all our communities' has sought to disperse growth around the various settlements, in order to sustain their vitality and viability. Sites have been chosen with the aim of maximising use of brownfield land, minimising travel by private car, and providing a good fit with existing settlements. The SIRRs are intended to provide a focus for regeneration in certain communities which have lacked investment. With the Local Plan so recently adopted, the LDP does not seek to revisit or re-evaluate the merits of these sites. However, their phasing has been reassessed to ensure that a realistic view is taken of delivery timescales.
- 3.19 In terms of what additional housing sites may be required, a number of potential sites have been identified and subjected to a site assessment process (see Technical Report 2: Site Assessment). The potential for growth in each of the nine settlement areas has then been considered and various growth options formulated (see Technical Report 3: Housing Requirements and Settlement Growth Options). These options have been structured around the alternatives of:
- Consolidation
 - Modest settlement expansion
 - Major growth
- 3.20 These correspond broadly to the global housing growth options considered in Main Issue 1. In determining the preferred option, regard has been paid to the overall preferred growth strategy (medium growth); the capacity of settlements to accept further growth; the benefits it may bring, for example regeneration, green network or place-making opportunities; and the site assessments which appraise environmental, sustainability, and infrastructure issues. The preferred option, and alternatives considered, for each of the settlement areas are outlined below. Detailed schedules and maps of the sites are contained in Appendix 1.
- 3.21 The scale of housing proposed for allocation under the preferred options for the various settlements is indicated in Figure 3.4. This meets the global requirement for 2014-2024 of 7,250 houses (under the 'medium growth' option) with some 29% flexibility. No allowance has been made for windfall and small sites which may come forward in the plan period. On the basis of past rates, these could add of the order of 1000 units over 10 years. This would effectively add further flexibility to the supply.

3.22 Figure 3.4 Proposed distribution of housing allocations 2014-2024

	Existing Sites	Additional Housing	Total
Bo'ness	685	280	965
Bonnybridge & Banknock	1,270	280	1,550
Denny	815	350	1,165
Falkirk	984	400	1,384
Grangemouth	76	0	76
Larbert & Stenhousemuir	761	0	761
Polmont Area	791	460	1,251
Rural North	260	30	290
Rural South	1,680	240	1,920
Total	7,322	2,040	9,362
Target Completions (Medium Growth) 725 x 10 years			7,250
Flexibility			29%

Bo'ness 2014-2024

- 3.23 Bo'ness has substantial existing commitments in the form of the Bo'ness Foreshore SIRR and Drum Farm North. Whilst there are uncertainties about the timescale for delivery of the foreshore development, the Council remains committed to it as an integral component of the town's regeneration. Opportunities for further significant infill development are limited, although the possibility exists of introducing housing as part of a more diverse pattern of uses at the Drum South business park site. Development pressures exist in the green belt to the south of the town, where landscape sensitivities exist, and to the east around Muirhouses, where care is needed to respect the character of the village.

Preferred Option

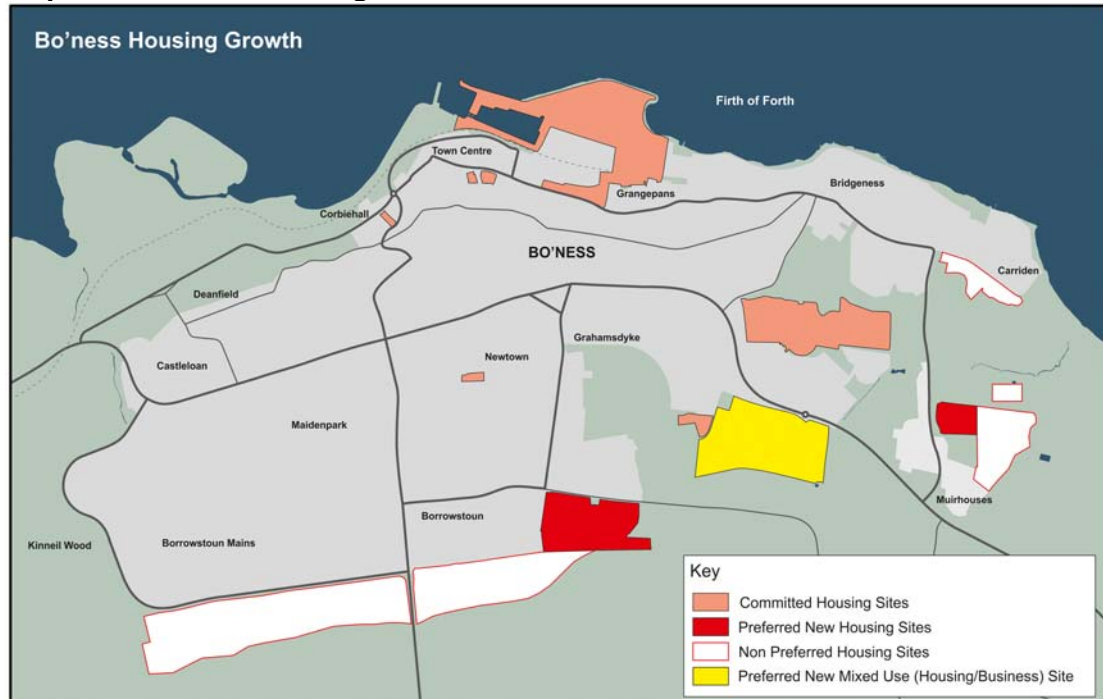
3.24

The preferred option is to reaffirm commitment to regeneration at Bo'ness Foreshore and other existing sites such as Drum Farm North, whilst promoting additional **modest settlement expansion** through the introduction of housing as part of a mixed use approach to the Drum South business park, a limited release of land from the green belt at Kinglass Farm, and limited growth at Muirhouses. In the absence of significant infill opportunities within the town, this would provide flexibility in the housing supply, whilst limiting impact on the green belt and the landscape setting to the south of the town.
Commitments: 685 Additional Housing: 280

Alternatives

- 3.25 The first alternative would be **consolidation** relying entirely on the existing commitments at the Foreshore and Drum Farm North up to 2024. This would provide no additional flexibility in the housing land supply within the town, and may present problems, particularly if there are further delays in the delivery of committed sites, or issues over their effectiveness.
- 3.26 The second alternative would be **major growth** to the south of the town and/or to the east at Muirhouses. This would require the release of a substantial area of green belt and has substantial implications for the landscape setting of the town.

3.27 Map 3.1 Bo'ness Housing Growth



Bonnybridge and Banknock 2014-2024

- 3.28 The Bonnybridge and Banknock area has a large volume of housing commitments, the bulk of which are made up of the Banknock SIRR and Dennyloanhead sites. This level of growth already requires substantial transport, education and healthcare improvements, and will put particular pressure on the road network. Other constraints include education capacity at High Bonnybridge, green belt and pipeline corridors east of Bonnybridge, and the Antonine Wall World Heritage Site.

3.29 Map 3.2 Bonnybridge and Banknock Housing Growth



Preferred Option

3.30

The preferred option is to reaffirm commitment to regeneration at Banknock and other existing sites, notably the major growth area at Dennyloanhead, whilst promoting additional **modest settlement expansion** through the release of several small to medium sized sites along the A803 corridor, and at Greenhill. This level of growth could probably be accommodated within the upgraded infrastructure planned for the area, although care would be required with regard to landscape impacts, particularly in relation to the setting of the Antonine Wall.
Commitments: 1270 Additional Housing: 280

Alternatives

- 3.31 The first alternative would be **consolidation**, relying on existing commitments with the addition of new infill sites at Milnquarter Farm and Seabegs Road in High Bonnybridge to provide some additional flexibility. Although within the Urban Limit, these infill sites are subject to significant constraints.
- 3.32 The second alternative would be **major growth** at High Bonnybridge or Longcroft. All of these areas are subject to significant policy and infrastructure constraints, and it is not considered that growth of this scale could be justified, given the high level of committed development in the area already.

Denny 2014-2024

- 3.33 Denny has a large volume of commitments, including large sites at Mydub, the former Denny High School, Broad Street and Carrongrove Mill. Further infill opportunities are generally of modest scale. The completion of the Denny Eastern Access Road is required to accommodate this growth, with all sites contributing to its construction. Opportunities for further greenfield expansion include extensions to various existing sites, and a potential large scale growth area at Dunipace.

Preferred Option

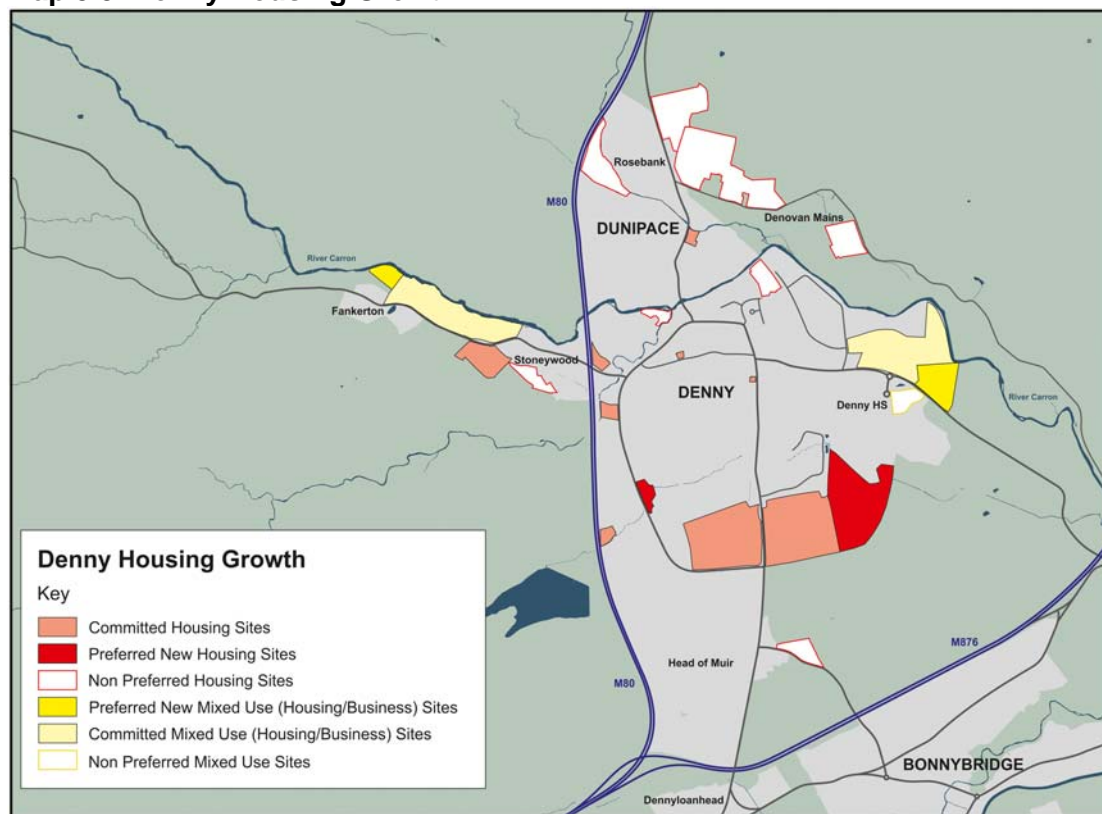
3.34

The preferred option is to reaffirm commitment to existing sites, whilst promoting additional **modest settlement expansion**, largely through extension of the Mydub, Carrongrove and Broad Street sites. This would not require any green belt release. This level of growth could probably be accommodated through existing planned infrastructure upgrades, although a larger extension to Denny Primary School may be required.
Commitments: 815 Additional Housing: 350

Alternatives

- 3.35 The first alternative would be **consolidation**, relying on existing commitments plus some small-scale infill opportunities.
- 3.36 The second alternative would be **major growth** to the north east of Dunipace. This option would put considerable additional pressure on infrastructure. Considering the extent of commitments, and further scope for expansion of these commitments, a further release of this scale is not considered justified within the 2014-2024 period.

3.37 Map 3.3 Denny Housing Growth



Falkirk 2014-2024

- 3.38 Falkirk has a substantial level of housing commitments, including the major canal-related regeneration site at Tamfourhill, and remaining allocated land at Mungal Farm. A major additional infill opportunity exists at the former Falkirk & District Royal Infirmary site, whilst there is further land within the Urban Limit at Mungal Farm that may have potential. Historically, Falkirk has yielded a high level of brownfield redevelopment opportunities, so other sites may come forward over the period of the plan. In terms of additional greenfield expansion, most options lie to the south, although landscape and historic environment considerations are key constraints.

Preferred Option

3.49

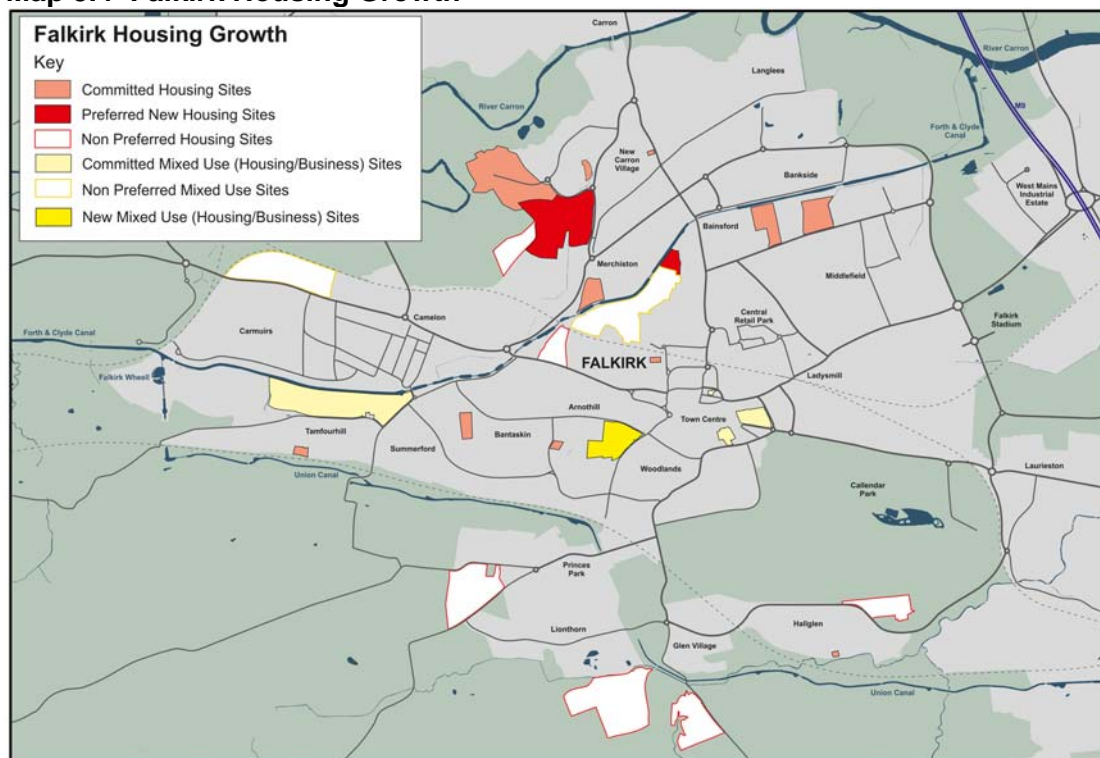
The preferred option is to reaffirm commitment to regeneration at Tamfourhill and other major brownfield sites, including the new opportunity at the Falkirk & District Royal Infirmary site, and the remaining committed greenfield site at Mungal Farm, whilst promoting additional **modest settlement expansion** through an extension to the Mungal Farm site. This limited level of greenfield expansion should be manageable in terms of infrastructure, and landscape impacts.
Commitments: 984 Additional Housing: 400

Alternatives

- 3.40 The first alternative is **consolidation**, which would rely only on infill opportunities. This would differ from the preferred option by excluding the further expansion at Mungal Farm.

- 3.41 The second alternative would be **modest settlement expansion** through an extension to the east of Hallglen. Whilst there would be limited implications in terms of infrastructure, the site is elevated and landscape impacts would be significant.
- 3.42 The third alternative would be **major growth** to the south, which would expand the urban area on to the southern side of the Glen Burn valley, taking in land at Glen Farm and the brownfield site at Glen Works. This is not favoured due to landscape impacts and the relative remoteness of these sites from the main urban centre of Falkirk.

3.43 Map 3.4 Falkirk Housing Growth



Grangemouth 2014-2024

- 3.44 Grangemouth is heavily constrained in terms of future housing growth due to the physical barriers presented by the River Carron and the M9, river and coastal flood risk, the presence of major hazards and the green belt. There are no realistic expansion options, and new housing opportunities are likely to be limited to redevelopment and infill sites. The only significant expression of interest is the Wood Street site which is currently reserved for business use.
- 3.45 Grangemouth is heavily constrained in terms of future housing growth due to the physical barriers presented by the River Carron and the M9, river and coastal flood risk, the presence of major hazards and the green belt. There are no realistic expansion options, and new housing opportunities are likely to be limited to redevelopment and infill sites. The only significant expression of interest is the Wood Street site which is currently reserved for business use.

Preferred Option

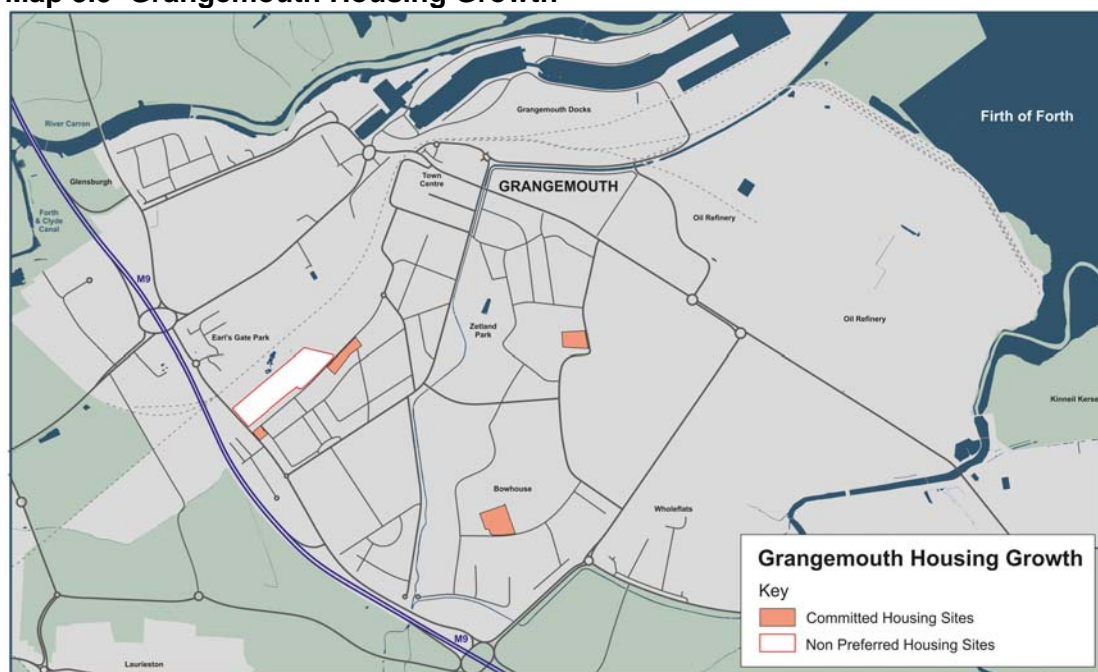
3.46

The preferred option is **consolidation** with the Urban Limit maintained as at present and development limited to infill and redevelopment opportunities. Whilst it is no longer intended to safeguard the Wood Street site for business use, it would not be allocated specifically for housing use, with any housing proposal considered in relation to general policies, particularly with regard to health and safety issues.
Commitments: 76 Additional Housing: 0

Alternatives

3.47 The alternative is a variant to the consolidation option whereby the allocated business site at Wood Street is specifically identified for housing use. This is not favoured, given the potential constraints affecting the site.

3.48 **Map 3.5 Grangemouth Housing Growth**



Larbert and Stenhousemuir 2014-2024

3.49 Larbert and Stenhousemuir will continue to grow through the building out of the major housing commitments at Bellsdyke and Hill of Kinnaird. Although the redevelopment of the industrial sites has contributed significantly to growth in the recent past, this supply has now ceased. Further significant growth options are limited to the south by the River Carron, and to the west by Forth Valley Royal Hospital and its estate. To the north east, expressions of interest have been submitted for Roughlands and Bensfield Farms, as well as for land at Kinnaird which could form an eastward continuation of the Bellsdyke/Hill of Kinnaird development. These potential settlement expansions would require release of land from the green belt, with potentially significant impacts on the landscape setting of the town, and raise school capacity issues, particularly in the relation to Larbert High School.

Preferred Option

3.50

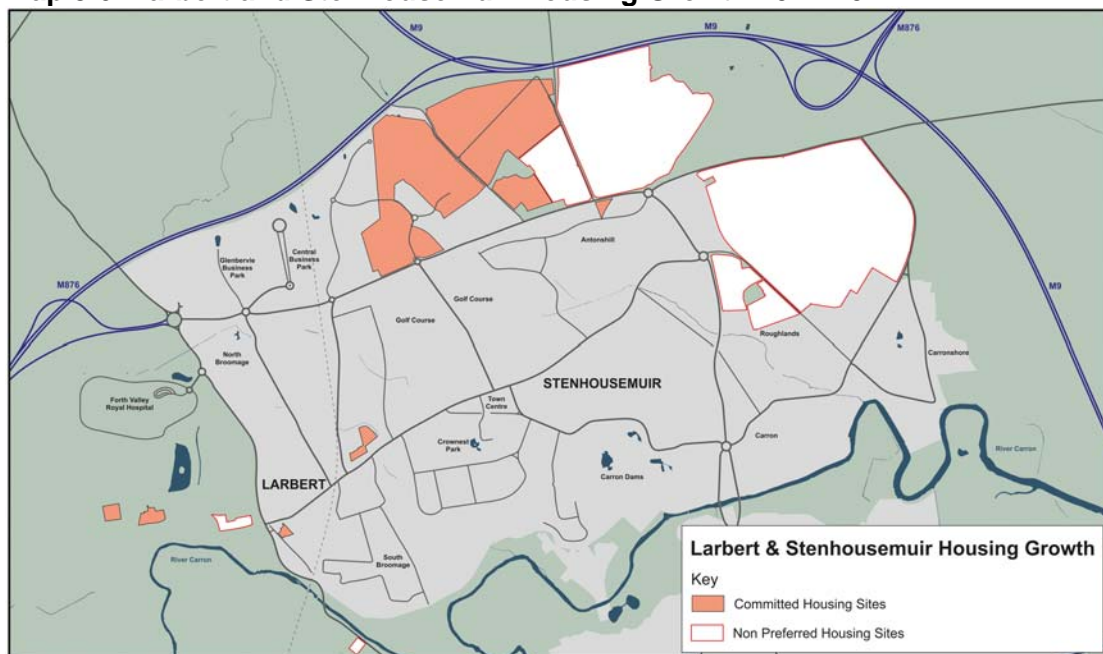
The preferred option is to reaffirm commitment to the major growth area at Bellsdyke/Hill of Kinnaird, but otherwise to promote **consolidation**, with no further significant housing land releases, and maintaining the green belt intact. This is in recognition of the scale of recent and projected growth in the area, and in particular the capacity issues at Larbert High School.
Commitments: 761 Additional Housing: 0

Alternatives

3.51 The first alternative is **modest settlement expansion**, which would involve a limited release of green belt land at Roughlands Farm. This would, however, exacerbate pressures on Larbert High School.

3.52 The second alternative would be **major growth** to the north east at Kinnaird or Bensfield, which would require substantial green belt release, and major new infrastructure, notably in terms of new and expanded schools. Given the extent of existing commitments, this is not considered to be justified in the 2014-2024 period.

3.53 **Map 3.6 Larbert and Stenhousemuir Housing Growth 2014-2024**



Polmont Area 2014-2024

3.54 The Polmont area has a substantial level of commitments, notably the large housing sites at Overton, Redding Park, Parkhall and Toravon. Further infill opportunities are fairly limited. Green belt lies to the north of the urban area, but to the south and east there are a number of potential opportunities for settlement expansion, although school capacity is a continuing constraint, the local road network presents difficulties, and landscape capacity is an important issue given the undulating nature of the topography.

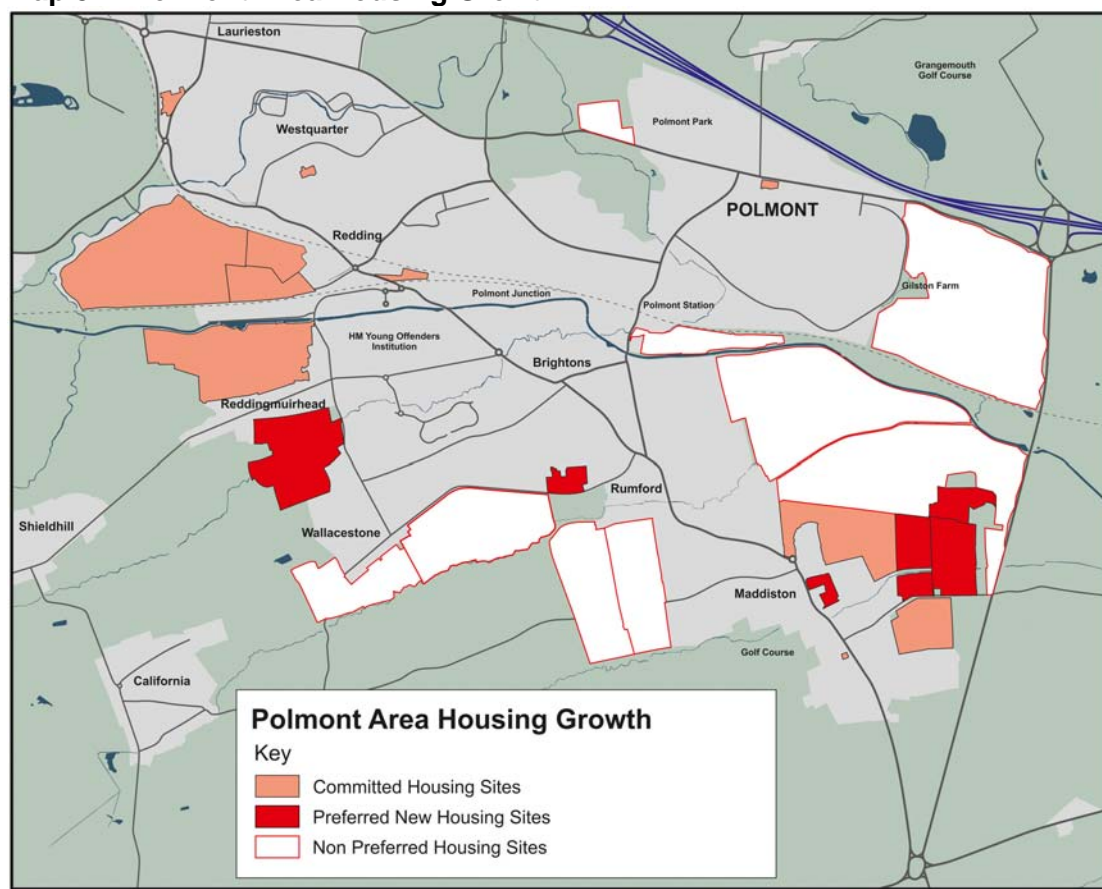
Preferred Option

3.55

The preferred option is to reaffirm existing commitments, whilst promoting additional **modest settlement expansion** at Maddiston (Parkhall East) and Reddingmuirhead, combined with infill opportunities at the former Maddiston Primary School and Sunnyside Road, on the basis that these sites have least landscape impact and integrate best with the existing settlement. They will, however, require the resolution of school capacity issues. Maddiston growth is likely to require an extension to Maddiston Primary School, whilst the Reddingmuirhead site would require rezoning of the site to Shieldhill Primary School.

Commitments: 791 Additional Housing: 460

3.56 **Map 3.7 Polmont Area Housing Growth**



Alternatives

3.57 The first alternative is **consolidation**, which would maintain the Urban Limit focussing on existing committed sites and infill opportunities.

3.58 The second alternative would be to promote a different pattern of **modest settlement expansion**, focusing on growth at sites in and around Polmont (including some housing on the Gilston economic development site). These sites have a number of environmental issues including impact on the green belt and the green network and are not considered to present as appropriate an option for modest growth as Maddiston and Reddingmuirhead. Housing on the Gilston site is not favoured as it would diminish the employment potential of the site, and it is not clear how it could be integrated successfully into the wider masterplan for the site.

- 3.59 The third alternative would be **major growth** to the south east involving eastern expansion of the Rumford/Maddiston area up to the A801, or to the south involving a southern expansion to Wallacestone/Rumford. These would involve very large land releases, with significant landscape impacts and major infrastructure issues, and their consideration for the period 2014-2024 is not favoured.

Rural North 2014-2024

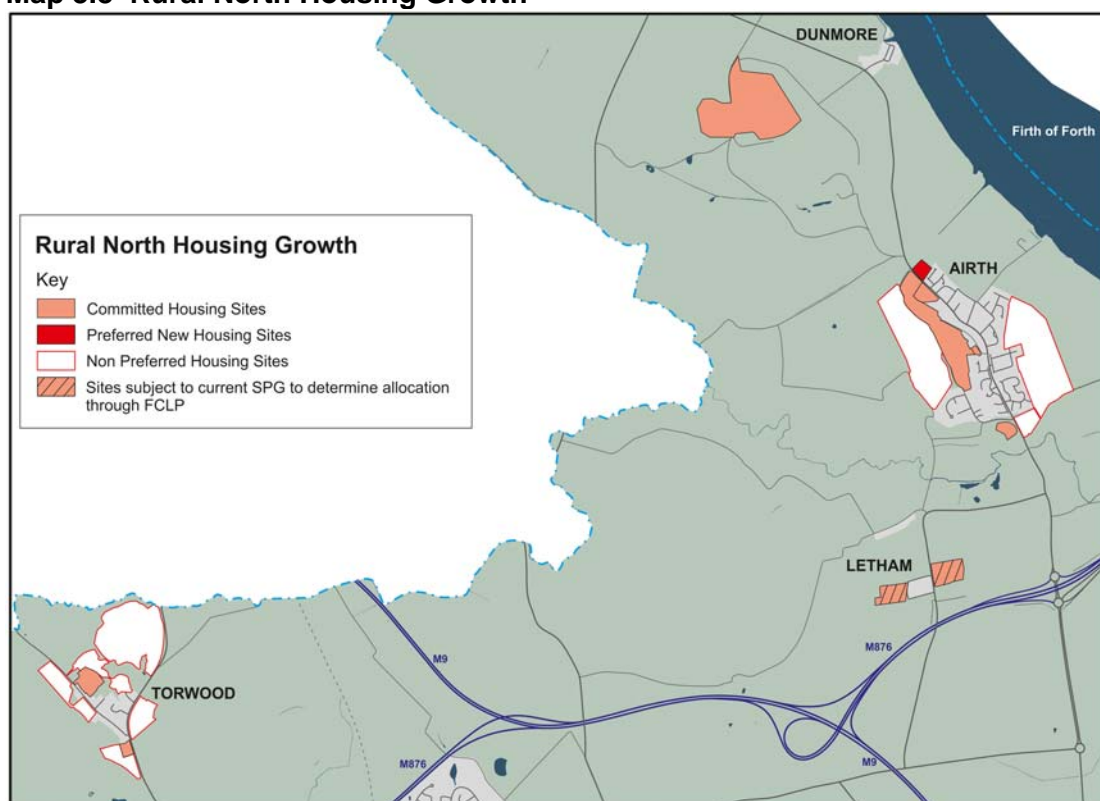
- 3.60 Existing housing growth continues to be targeted at Airth, which has the most comprehensive range of services, with smaller allocations in Torwood and Letham. These villages are the focus for expressions of interest in future development, but all have significant environmental and infrastructure constraints.

Preferred Option

3.61

The preferred option is to reaffirm existing commitments at Airth, Torwood and Letham, whilst promoting additional **modest settlement expansion** at Airth, which has the most comprehensive range of services, and a strategy of **consolidation** in the other smaller villages of Torwood, Letham, South Alloa, Dunmore and Skinflats. Commitments: 260 Additional Housing: 30

3.62 **Map 3.8 Rural North Housing Growth**



Alternatives

- 3.63 The first alternative would be to promote **consolidation** in all of the villages, relying only on existing commitments with no additional sites.
- 3.64 The second alternative would be to promote **modest settlement expansion** at Torwood and Letham, in addition to Airth, or to promote an alternative site in Airth at the southern end of the village. Both Torwood and Letham have a level of committed

growth which is substantial in relation to their small size. They have very limited services. Consequently, further growth is not favoured in the period 2014-2024.

- 3.65 The third alternative would be to promote **major growth** either to the west or east of Airth, These major expansions would raise a variety of major environmental and infrastructure issues which would be difficult to overcome.

Rural South 2014-2024

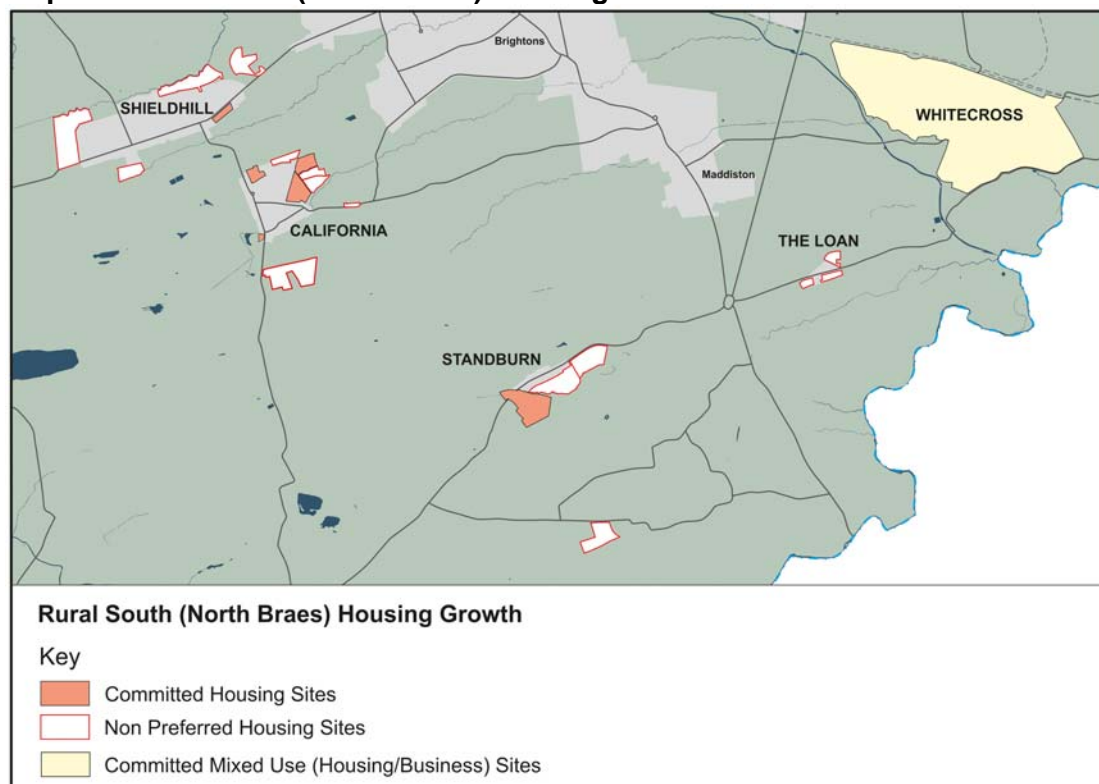
- 3.66 There is substantial committed growth for the Rural South area, most notably the SRRs at Whitecross and Slamannan, but also some more limited village extensions in Avonbridge, Standburn, Limerigg, California and Shieldhill. The emphasis has been on village regeneration to stem population decline and loss of services. However, low market demand remains a key factor, particularly in the more isolated southern villages.

Preferred Option

3.67

The preferred option is to reaffirm existing commitments, particularly to the regeneration initiatives at Whitecross and Slamannan, whilst promoting additional **modest settlement expansion** in the villages of Slamannan, and Avonbridge to provide additional choice of sites to assist regeneration.
Commitments: 1680 Additional housing: 240

- 3.68 **Map 3.9 Rural South (North Braes) Housing Growth**



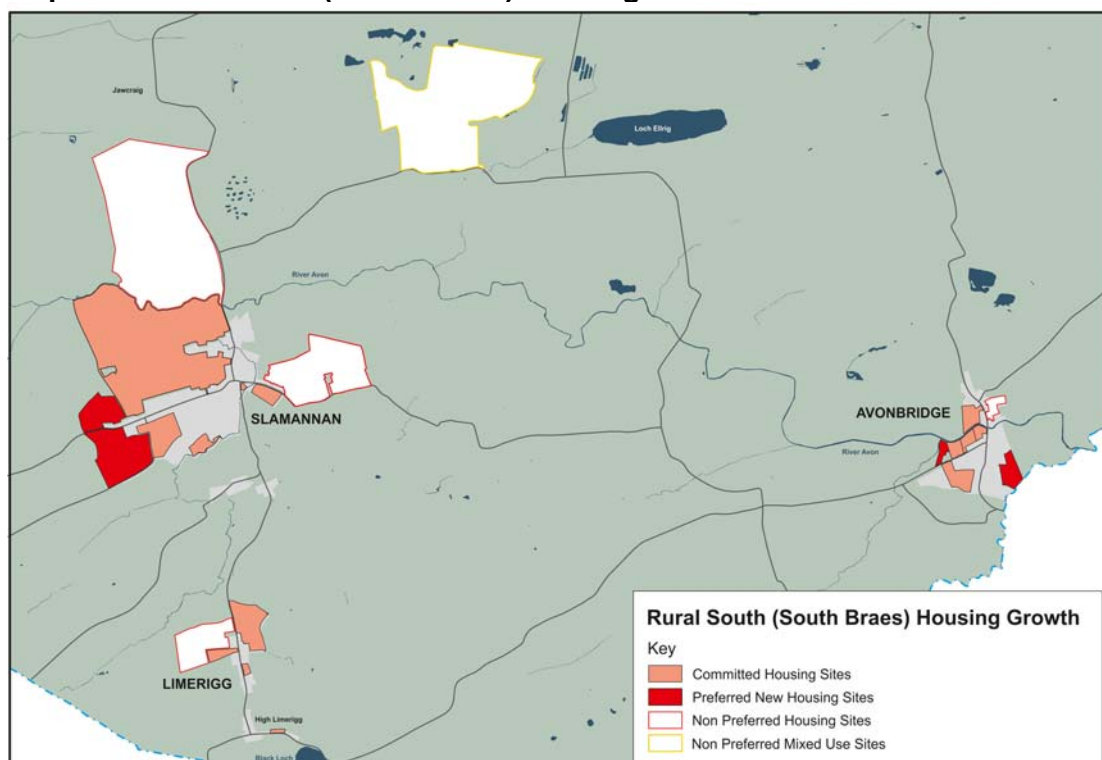
Alternatives

- 3.69 The first alternative would be to promote **consolidation** in all of the villages, relying only on existing commitments with no additional sites.

3.70 The second alternative would be to promote a different pattern **modest settlement expansion** with a greater focus on the northern villages of California and Shieldhill. The housing market is potentially stronger in these communities than in the southern villages. However, California has already seen substantial recent growth, and has further committed sites, and consolidation is considered to be the best option. Shieldhill is already a very large village, prominently located on a ridge, with limited services, and although the primary school has some capacity, further significant growth is not favoured.

3.71 The third alternative would be to promote modest expansion through **rural housing clusters**, separate from existing villages. This approach is not favoured as such clusters would not contribute to the regeneration of the villages, and would generally be less sustainable than growth in the villages.

3.72 **Map 3.10 Rural South (South Braes) Housing Growth**



Long Term Growth 2024-2034

3.73 The scale of additional housing land required for the period 2024-34, even under the medium growth scenario, is significant, amounting to a further 7250 units. Some of the larger sites identified for the initial LDP period are likely to run beyond 2024, but there is still likely to be a shortfall of the order of 6,000 houses, and it is expected that some major growth areas will have to be allocated for new development at that stage.

3.74 Given the uncertainty around long term growth requirements, it is not proposed either to specify the precise amount of growth in each settlement or to identify specific sites for development post 2024. It will be for subsequent reviews of the LDP to bring forward land at the appropriate stage. However, the settlement growth options process has provided sufficient information to give a general indication of the long term growth potential of the different communities, and the likely distribution of growth across the Council area, as shown in Figure 3.5 below.

3.75 **Figure 3.5 Long term growth potential within settlement areas 2024-2034**

Settlement Area	Long Term Growth Potential 2024-34	Comments
Bo'ness	High	Long term growth would require strategic green belt release to the south of the town.
Bonnybridge & Banknock	Medium	Long term growth potential likely to be limited by various infrastructure factors.
Denny	High	Long term growth potential exists at Dunipace.
Falkirk	Medium	Further outward growth of the town is likely to be problematic, although there is a reasonable prospect of further substantial infill opportunities becoming available.
Grangemouth	Low	Multiple development constraints will continue to preclude significant growth.
Larbert & Stenhousemuir	High	Long term growth would require strategic green belt release to the north east of the town and major new community infrastructure.
Polmont Area	High	Long term growth options exist but landscape and infrastructure issues will require close scrutiny to determine optimum scale and location.
Rural North	Low	Growth potential in the northern villages is limited by a range of landscape, environmental and infrastructure factors.
Rural South	Medium	Some scope for further growth of southern villages, although this is dependent on housing market conditions.

Main Issue 3: Housing Need

Key Question: What provision should be made for meeting affordable housing need in the area?

- 3.76 Housing need assessments carried out by the Council in 2006/07 confirmed that affordable housing need had become a significant issue in the area, following significant rises in house prices during the early 2000s. Whilst the credit crunch has halted house price inflation, affordability remains a problem, given the tougher economic climate and constrained mortgage availability.
- 3.77 An affordable housing policy was introduced into the Falkirk Council Local Plan requiring sites over a certain size (100 units) to provide a proportion of affordable housing (15%). Areas of greater need were identified within which a higher proportion (25%) and a lower threshold (60 units) applied. 25% is the benchmark figure stated in the SPP. The policy, which is supported by Supplementary Planning Guidance, has yielded limited provision to date. However, there has been increasing activity by social housing providers, including housing associations and the Council itself, realising some 333 units since 2007/08. Availability of funding remains a critical

constraint, and there is an increasing emphasis from the Government on finding ways of delivering affordable housing at lower cost.

- 3.78 The HNDA has confirmed the previous overall pattern of affordability, although there is some change in the relative degree of need between areas. The overall annual need is calculated as 233 units which is around one quarter of the overall requirement. Need in each of the housing market sub-areas is shown in Figure 3.6 below. The negative figure in Grangemouth indicates that there is an oversupply of affordable housing in this sub-area

3.79 **Figure 3.6 Annual housing need by sub-area based on HNDA**

Housing Market Sub-Area	Annual Affordable Housing Need
Bo'ness	2
Denny/Bonnybridge	58
Falkirk	23
Grangemouth	-65
Larbert/Stenhousemuir/Rural North	123
Polmont/Rural South	92
Total	233

- 3.80 The Council has already reviewed the affordable housing policy in the light of the results of the HNDA and recent Government guidance. This has reduced the site size threshold above which affordable housing is required, and has added Rural South to the areas where the higher 25% requirement applies, as shown in Figure 3.7 below. Grangemouth retains a requirement, notwithstanding the notional oversupply in this sub-area, on the basis that provision here can still continue to meeting need in the wider housing market area.

3.81 **Figure 3.7 Affordable housing policy review requirements**

Settlement Area	Bo'ness Falkirk Grangemouth Bonnybridge/Banknock Denny & District	Larbert/Sten'muir Polmont & District Rural North Rural South
Threshold above which affordable housing is required	20 units	20 units
Percentage of total site output required to be affordable	15%	25%

- 3.82 It is unlikely that the revised policy will deliver housing of a scale that would meet the HNDA's need figures. In this regard, it should be noted that certain large-scale housing commitments were granted planning permission prior to the introduction of the affordable housing policy, and so will not yield an affordable element, unless voluntarily. Nonetheless, provision through the policy as applied to recent and new sites, together with the ongoing new-build programmes of the Council and housing associations, mainly on smaller sites, should make a significant contribution to improving access to affordable housing in the area.

- 3.83 The Council has set out its policy on private gypsy/travellers' sites in the Local Plan, to address SPP requirements and increasing pressure for such development. This will be carried forward into the LDP.

Preferred Option

3.84

The preferred option is the Council's revised policy which applies **a two tier quota system** (15% or 25% depending on assessed level of need) **for all sites over 20 units**, supported by supplementary guidance on the detailed application of the quotas, and the types of provision which will be sought. This is considered to present a proportionate approach, given the level of housing need in the area, which will complement ongoing Council/housing association social housing programmes.

Alternatives

- 3.85 A more onerous requirement could be applied in an effort to secure higher levels of affordable housing, either by applying a 25% quota to all developments across the Council area, or by applying a higher quota to specific new sites in areas of more acute need. However, such an approach would not necessarily be supported by the HNDA, could adversely affect the viability of development, and may not deliver additional affordable housing in the absence of enhanced levels of Government funding.

Main Issue 4: Infrastructure for Growth

Key Question: What infrastructure is required to support growth, and how can it be delivered?

- 3.86 Ensuring that infrastructure keeps pace with growth has been a major challenge over recent years, and it will continue to be so over the period of the LDP. Significant investment has taken place in transport, drainage, education, healthcare, and recreation over the past 10 years, but a number of problems and deficiencies remain.
- 3.87 Further major infrastructure upgrades are needed to facilitate development committed through the existing Local Plan. These will be difficult to deliver at the appropriate time given reducing public sector budgets and private sector borrowing constraints. The Council is therefore cautious about promoting additional large growth areas with further major infrastructure requirements, and the medium growth option promoted in Main Issue 1 is based on making maximum use of existing infrastructure and planned upgrades.
- 3.88 In terms of the **transport** network, whilst accessibility to the motorway network is good, there are certain key junctions on the M9 and M80 that are constrained. On the local road network, growth will put the main access routes into Falkirk under increasing pressure, whilst the growth of Denny increases the need for the Denny Eastern Access Road. These issues are discussed further under Main Issue 9.
- 3.89 In terms of **water and drainage**, water supply can be managed to provide for growth, but capacity at several waste water treatment works is constrained and will have to be augmented to accommodate growth.

- 3.90 **Education** capacity remains an issue, notwithstanding improvements to the school estate over recent years. Housing growth in certain locations will require further new or extended schools, facilitated by appropriate developer contributions. Certain secondary schools may also require extension. In terms of **healthcare**, NHS Forth Valley's clinical change project has delivered a new acute hospital at Larbert, with a new community hospital planned for Falkirk, but issues exist at a more localised level with some local GP practices coming under pressure. Although the plan can provide land and potentially funding for new health centres, the implementation of new provision is ultimately dependent on business decisions of individual practices. **Community and sports facilities** are generally well-provided for across the Council area, and the issue over the coming years is likely to be maintaining the quality of these assets and services.
- 3.91 Access to quality **open space** is a key aspect of community infrastructure. The Open Space Strategy has demonstrated that the overall quantity of open space is good, but that there are issues of quality and accessibility. The Strategy provides a basis for planning such improvements. There is an increasing emphasis on **green infrastructure** to provide a network of natural greenspaces and active travel opportunities. This will be taken forward through the plan's response to the Central Scotland Green Network.
- 3.92 The strategic infrastructure improvements which the Council proposes to identify and promote through the LDP are detailed in Figure 3.8 below:
- 3.93 **Figure 3.8 Strategic infrastructure improvements**

Area of Provision	Projects
Transport	<ul style="list-style-type: none"> • M9/M80 Motorway Junctions • Falkirk Town Centre Access Corridors • A801 Corridor • Falkirk Gateway • Denny Eastern Access Road • Falkirk Bus Station Upgrade • Improvements to walking/cycling infrastructure
Water/Drainage	<ul style="list-style-type: none"> • WWTW upgrades to support strategic developments
Flood Management	<ul style="list-style-type: none"> • Grangemouth flood management
Education/ Healthcare/ Community Facilities	<ul style="list-style-type: none"> • New Forth Valley College campus • Secondary school extensions (St Mungo's, Braes, Denny and Larbert) • New primary school (Whitecross) • Significant primary school extensions (Bankier, Head of Muir, Denny, Maddiston) • Falkirk Community Hospital • New health centre in Bonnybridge/Banknock and provision to support other strategic growth areas
Open Space/ Green Infrastructure	<ul style="list-style-type: none"> • Open space improvements as identified in the Open Space Strategy • Green infrastructure to support the Central Scotland Green Network and the Central Scotland Forest
Energy	<ul style="list-style-type: none"> • Denny North sub station (Beaully-Denny line) • Low and zero carbon generating equipment • Carbon capture & storage (CCS) pipeline

- 3.94 Given the likely continuing financial pressures on public and private sectors, the funding and delivery of these improvements will not be easy. The Council and other public sector partners will use limited capital budgets as effectively as possible, and is looking at creative and innovative methods of funding such as Tax Increment Financing (TIF). However, in so far as the need is generated by new development, developer contributions will be critical, and the Council will continue to promote a mixture of generic policies and supplementary guidance for certain types of infrastructure (e.g. education and open space), and bespoke guidance for specific sites, or items of infrastructure.

Preferred Option

3.95

The preferred option, as noted under Main Issue 1, is to promote modest additional growth which can utilise existing infrastructure capacity, and **minimise additional significant infrastructure requirements over and above existing planned upgrades**. The key infrastructure improvements will be as noted in Figure 3.8 above. Developer contributions will continue to be sought, the basis for which will be set out in a combination of generic and specific supplementary guidance.

Alternatives

- 3.96 An alternative approach could be taken to growth, whereby further large scale housing releases could be promoted in an attempt to generate higher levels of developer contributions and potentially to deal with certain infrastructure constraints in a more comprehensive and co-ordinated manner. However, given the current limited ability of the development industry to deliver up-front funding for infrastructure projects, this approach risks compounding infrastructure capacity problems.
- 3.97 An alternative approach to developer contributions would be to promote a comprehensive 'roof tax' which would roll all infrastructure costs across the area, or within a settlement, into a rate per house. However, whilst potentially offering simplicity to developers, it would be very complex for the Council to establish and maintain such a system.

Main Issue 5: Green Belt

Key Question: What should the future role and extent of the green belt be?

- 3.98 The green belt has been a key planning mechanism in the Falkirk area for some 50 years. As an area of long term development restraint, it has helped maintain the separate identity and landscape setting of settlements, encourage regeneration and manage urban growth. It has grown and evolved into a series of 'green wedges' separating the main communities, and is subject to continuing development pressure, particularly along the M9 corridor.
- 3.99 The rationale for the green belt and its boundaries has been reviewed in Technical Report 6: Green Belt. This has looked at various options, in the context of future development needs, including maintaining the green belt as it is, deleting it altogether, significantly restructuring it to improve the consistency of policy approach, and a range of possible strategic and minor land releases to accommodate future development.

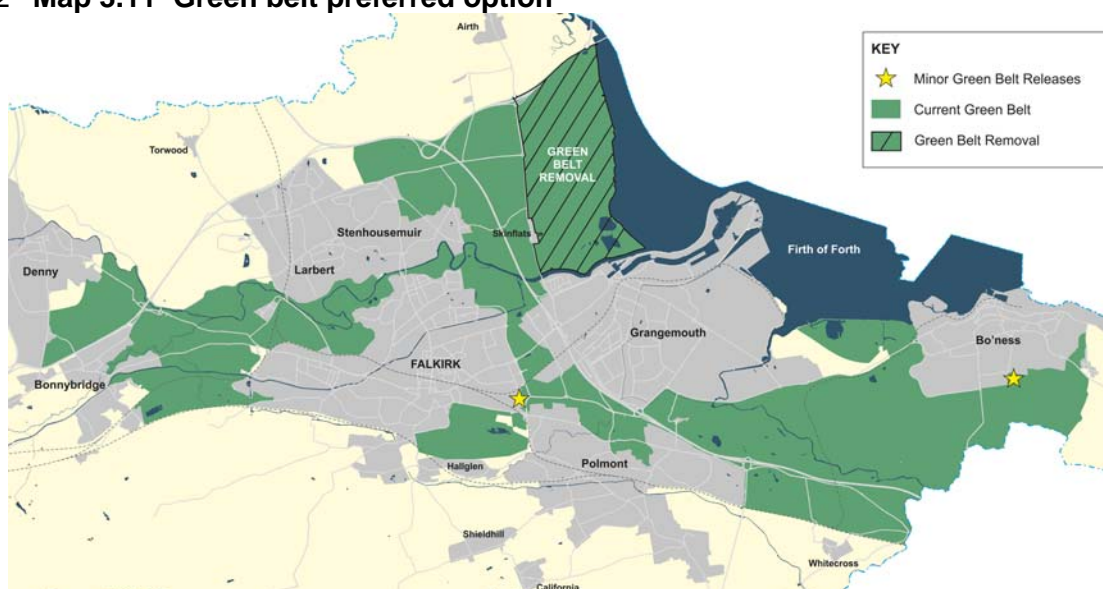
- 3.100 The review concludes that the green belt remains an important and relevant planning tool. Its strategic purpose is complementary to the preferred vision which emphasises the importance of maintaining the identity of individual communities within the area. However, a large area of the green belt at Skinflats is not considered to contribute to green belt objectives, since it does not help to manage urban growth, safeguard the landscape setting of settlements or help prevent settlement coalescence. It is proposed for removal. In terms of significant land releases for development, it is considered that development needs up to 2024 do not justify any large scale releases, although some more limited changes are proposed, and more significant changes may be needed in the period post-2024.

Preferred Option

3.101

The preferred option is to **maintain the green belt**, but with a **section to the east of the A905 at Skinflats removed**, and **minor releases for development at:**
Kinglass Farm, Bo'ness
Bog Road, Laurieston

3.102 **Map 3.11 Green belt preferred option**



Alternatives

- 3.103 The first alternative would be to remove the green belt on the basis that urban growth can be effectively managed through Urban Limits, and positive management promoted through the Central Scotland Green Network. This is not favoured, as it provides no long-term guidance on the management of growth in the area.
- 3.104 The second alternative would be a strategic expansion of the green belt to the south of Falkirk and Polmont on the basis that the landscape setting of the southern edge of these settlements is worthy of protection and that their growth could be more effectively managed through an encircling green belt. This option is not favoured as it would involve the introduction of a major additional long-term constraint would substantially reduce flexibility as to future settlement growth in the area.
- 3.105 The third alternative is to promote strategic, large scale green belt releases to facilitate major growth in certain settlements, notably Stenhousemuir and Bo'ness. However, as noted under Main Issue 2, these are not considered to be justified in

terms of the preferred growth strategy for 2014-2024, although this may require to be reviewed post 2024.

- 3.106 The fourth alternative is to make no changes to the green belt, on the basis that the boundaries have recently been reaffirmed through the Falkirk Council Local Plan, and further change would undermine confidence in it. However, the LDP requires a reassessment of the green belt, and the changes outlined in the preferred option have been justified.

Main Issue 6: The Countryside

Key Question: What changes should be made to the way development in the countryside is controlled?

- 3.107 Development in the countryside is currently carefully controlled to avoid sporadic development which would erode its character and amenity. Isolated development in the countryside also tends to be more car dependent. The general approach to housing in the rural areas has been to focus development on the villages, many of which experience economic and social problems. Falkirk's rural areas are relatively accessible to the main urban centres, and new housing in the countryside may tend to be orientated to the urban areas for employment and services, without bringing any obvious benefits to existing rural communities. Nonetheless, housing in the countryside is permitted where:
- It is needed in connection with a rural economic activity;
 - It involves the conversion or rehabilitation of existing rural buildings; or
 - It involves development of an infill site within an existing group of dwellings.
- 3.108 The SPP requires development plans to support more opportunities for small scale housing development in rural areas. The Council considers that there are some circumstances where more flexibility in rural housing policy could bring benefits, subject to the achievement of high design quality, without jeopardising the overall objectives of the policy.
- 3.109 The approach to business, tourism and recreation uses in the countryside is already very flexible, with allowance made for:
- Business uses which need a countryside location
 - Business proposals which reuse vacant industrial/commercial/institutional land or premises;
 - Limited extension to established business uses;
 - Recreation and tourism facilities appropriate to the countryside; and
 - Tourist accommodation.

Preferred Option

3.110

The preferred option is to allow **an additional range of specific relaxations to the policy on the housing in the countryside** which would permit, in appropriate circumstances:

- Sensitive redevelopment of steadings;

- Limited enabling development to secure restoration of historic buildings or structures;

- Replacement of houses in a habitable condition.

Supplementary guidance will be prepared to clarify the circumstances in which development will be permitted, and the design standards expected. The current flexibility in policies on business and tourism development in the countryside will be maintained.

Alternatives

- 3.112 The first alternative is allow yet further relaxations to the policy, potentially by permitting redevelopment of brownfield land for housing. However, this approach could lead to a profiferation of undesirable development in the countryside.
- 3.113 The second alternative is to maintain the current policy approach. This could be seen as contrary to the guidance in the SPP.

4. A Growing Economy

- 4.1 Building a stronger and more successful economy is central to the vision for the area. The area's key economic assets are well-recognised – its central location and accessibility by road, rail and sea; its strong business base with strengths in manufacturing, petrochemicals, distribution and logistics; its skilled local workforce; the strength of Falkirk Town Centre as a vital commercial hub to the area; and the recent emergence of tourism as an increasingly important sector.
- 4.2 Progress has been made over the last 10 years in terms of economic and employment growth, diversifying the traditional manufacturing base of the area, town centre regeneration, improving the business land supply, and upgrading the general image and environment of the area for inward investment. However, the recent review of 'My Future's in Falkirk' emphasises that the transformation is a continuing process, with a need to see beyond the current economic difficulties to the untapped potential in the area, as exemplified by the opportunities presented by the Grangemouth Freight Hub and the chemical sector.
- 4.3 Key Objectives:
- To ensure that the right quantity and quality of marketable employment land is available in the right locations to support the future growth and diversification of the economy, having particular regard to servicing the needs of potential growth sectors;
 - To protect our existing business areas in a way which recognises their value to the economy of the area, whilst allowing an appropriate level of flexibility in their future use;
 - To identify the key areas for tourism development over the plan period;
 - To identify, support and promote our network of town centres, including appropriate opportunities for their improvement, and any new retail provision which may be required in the area; and
 - To identify strategic access issues which constrain economic growth in the area, and make provision for their resolution.

Main Issue 7: Employment Land

Key Question: What employment land is required to support the future growth of the area's economy?

Strategic Employment Growth Zones

- 4.4 The current development plan provides a range of strategic development opportunities (SDOs) which are mainly focussed in the M9/M876/A801 corridor, and offer a range of types of business location. Progress has been made on a number of these sites, but many are still at the planning stage, and projects have been affected by the economic downturn.
- 4.5 Supply and demand factors have been assessed within Technical Report 5: Economy & Employment Land. The effectiveness, marketability and sustainability of the various allocated sites have also been assessed. This has demonstrated that in overall quantitative terms there is an extensive supply of land for business, although not all of it is immediately available. Take-up has been relatively slow, although this may be attributable to issues of effectiveness. Key questions which the LDP needs to address include:

- Whether less appropriate sites should be removed as being ineffective or too constrained;
- Whether the range of appropriate uses needs to be adjusted or diversified to ensure opportunities are not missed; and
- Whether further opportunities could meaningfully add to the level of choice and variety in the portfolio.

- 4.6 The **Falkirk-Grangemouth Investment Zone** refers to the key business opportunities within the economic heart of the area, and includes the Falkirk Gateway, Falkirk Stadium, Abbotsford Business Park, Earlsgate Business Park (1 and 2), Wholeflats Business Park, Caledon Business Park and land in Grangemouth at Glensburgh, and South Bridge Street. Minor changes to the Green Belt are proposed at Bog Road (see Main Issue 5) which would afford more flexibility to the Caledon Business Park site. However, given the scale of land allocated, there is no justification for significant additional sites which would require substantial green belt release. Indeed, the Wood Street site in Grangemouth is proposed for removal as a business allocation, as it is not considered to make a significant enough contribution to the supply. **Falkirk Town Centre** is discussed under Main Issue 8. It offers a highly sustainable location, with potential for office use as a component of such mixed use redevelopment opportunities which arise.
- 4.7 The Falkirk-Grangemouth Investment Zone includes the **Grangemouth Freight Hub**, which features as a national development in the National Planning Framework (NPF2), and encompasses opportunities for expansion of the port and redevelopment of vacant land at Grangemouth Docks, supported by transport investment identified in the Strategic Transport Projects Review. Forth Ports have previously promoted warehousing on this land, but have latterly submitted an application for a large-scale biomass plant, raising an issue as to the wider potential of the Docks for the development of renewable technologies.
- 4.8 The **Petrochemical and Chemical Sector** is also of critical importance, and the Council is working with Scottish Enterprise and Chemical Sciences Scotland to promote the potential of the sector. The existing plants have seen substantial investment over the years through rationalisation and redevelopment of their existing sites, and substantial land remains available for redevelopment. The Council has submitted a bid to the Scottish Government for Tax Increment Financing which, if successful, would help provide the infrastructure necessary to stimulate further investment at such sites. Meanwhile, a greenfield site at Kinneil Kerse has been safeguarded in national guidance for petrochemical expansion for 30 years. The SPP does not continue this safeguarding, and given the potential for significant adverse impacts on the adjacent Firth of Forth Special Protection Area, its allocation needs to be reviewed. The Council's interim position is that the site should no longer be identified in the development plan. The final decision will be informed by the completed study of chemical sector potential, and the progress of the Council's Tax Increment Financing (TIF) bid.
- 4.9 The petrochemical and chemical industries in Grangemouth represent a major concentration of major hazard sites. Balancing the need to minimise the number of people exposed to risk with the regeneration of the town remains an ongoing challenge. The intention is to retain the existing major hazards policies which seek to manage and control development in major hazard consultation zones, and new applications for hazardous substances consent.

- 4.10 The **Larbert Gateway** comprises the Glenbervie site, Glenbervie and Central Business Parks, residual land at the Forth Valley Royal Hospital site, and business land at Hill of Kinnaird as part of the Bellsdyke/Hill of Kinnaird Masterplan. These sites enjoy a high level of amenity and their accessibility, recently improved by the construction of the Clackmannanshire Bridge, will be further enhanced by the additional west-facing slip roads on the M876 at Glenbervie.
- 4.11 The **Eastern Gateway** comprises the Gilston site at Polmont, the business component of the new settlement at Whitecross and the Drum Farm South site at Bo'ness. These benefit from excellent accessibility both to the M9 and the A801. The Gilston and Drum sites offer some scope for diversification of use, with both sites having potential for leisure/tourism, and local retail uses, and the Drum site having potential for some housing. An established tourism/leisure node exists within the green belt at Beancross, adjacent to Junction 5 on the M9. Some expansion of the Klondyke garden centre site, may be permitted if it can be demonstrated that any impacts on the green belt, the Antonine Wall World Heritage Site, and Junction 5 of the M9 can be satisfactorily mitigated.
- 4.12 **Local sites** for business and industry are also identified within the development plan. These provide opportunities for local businesses wanting to set up, or relocate in particular communities, and remain a valuable part of the land supply. The majority are retained, as indicated in the site schedules.

Preferred Option

4.13

The preferred option is to **reaffirm commitment to the existing portfolio of strategic and local economic development sites, with the exception of the Kinneil Kerse site** previously safeguarded for petrochemical industry, and the **Wood Street site**, which would be deleted. A further opportunity at **Beancross (Klondyke)** will be highlighted, subject to satisfactory assessment of impacts on the green belt, the Antonine Wall World Heritage Site, and Junction 5 of the M9. Additional **flexibility in the permitted range of uses within sites** would be promoted where appropriate to their location, function, amenity and general character.

4.14 **Map 4.1 Strategic Employment Growth Zones and associated sites**



Alternatives

- 4.15 The first alternative would be to reduce further the portfolio of economic development sites by deleting less attractive or marketable sites, or reallocating them for other purposes. This would be on the basis that there is a current oversupply of business land.
- 4.16 The second alternative would be to retain all existing sites, including Kinneil Kerse, and to seek to augment the portfolio by identifying new strategic or local sites, within the M9/M876/A801 corridor, potentially at the expense of green belt.

Existing Business Areas

- 4.17 Established business areas range from high quality, planned business parks through traditional industrial estates to more ad hoc collections of business uses. These areas support large numbers of existing jobs, but also offer potential for economic growth through reuse and redevelopment of land and property. Industrial estates and business parks have seen considerable diversification of use and have experienced pressure for redevelopment for other uses.
- 4.18 The current Local Plan has sought to manage these pressures by identifying the more important core business areas which should be retained in employment use, and other areas where access, land use and environmental factors suggest that retention in business use is less of a priority and regeneration could best be served by redevelopment for other purposes. It is considered that the current list of core business areas, as set out in Figure 4.1, remains appropriate.

4.19 Figure 4.1 Core business areas

Settlement	Core Business Area
Bo'ness	<ul style="list-style-type: none">• Bo'mains Industrial Estate• Bridgeness/Carriden Industrial Estate• Grangemouth Road• Kinneil Road
Bonnybridge & Banknock	<ul style="list-style-type: none">• Chattan Industrial Estate• Hillview Road, High Bonnybridge
Denny	<ul style="list-style-type: none">• Winchester Avenue Industrial Estate/Broad Street
Falkirk	<ul style="list-style-type: none">• Glasgow Road Industrial Estate• Bankside Industrial Estate• Mungaland• Middlefield Industrial Estate• Callendar Business Park• Lochlands Industrial Estate
Grangemouth	<ul style="list-style-type: none">• West Mains Industrial Estate• Laurieston Road• Gateway Business Park• Chemical/Petrochemical Sites• Wood Street• Newhouse Business Park

Larbert & Stenhousemuir	<ul style="list-style-type: none"> • Central Business Park • Glenbervie Business Park • Carron Works • Carrongrove Business Park • North Main Street, Carronshore
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Preferred Option

4.20

The preferred option is to continue to **retain certain core business areas**, as identified in Figure 4.1 above, in employment use. Within these areas, employment uses appropriate their character and amenity would be supported.

4.21 **Map 4.2 Core business areas**



Alternatives

- 4.22 The alternative would be to safeguard fewer areas for employment use, and to allow redevelopment and regeneration for mixed use on more sites.

Tourism

- 4.23 Tourism is a key sector with potential for growth in the area. The Falkirk Wheel has been the success story of the last 10 years, generating some half a million visitors every year, and establishing a profile for the area as a visitor destination. Whilst the economic downturn has created a challenging environment for tourism businesses, it has increased the opportunities for exploiting the domestic tourism market.
- 4.24 The current Structure Plan sets out the key spatial priorities for tourism in the area as being the Canals, Falkirk Town Centre/Callendar Park and Bo'ness, and these remain important areas for development. The canal network in particular continues to present major development and regeneration opportunities, including Portdownie, Rosebank, the Helix and Gilston/Whitecross. However, other opportunities are emerging which suggest a more broadly based approach to tourism development, based on area-wide themes and networks which intersect at key nodes. These include the Central Scotland Green Network and the development of countryside recreation and outdoor activities, and the Antonine Wall which has secured World Heritage Site status. The key themes and networks and their associated development opportunities are shown in Figure 4.2.

4.25 **Figure 4.2 Tourism themes and networks and associated nodes/opportunities**

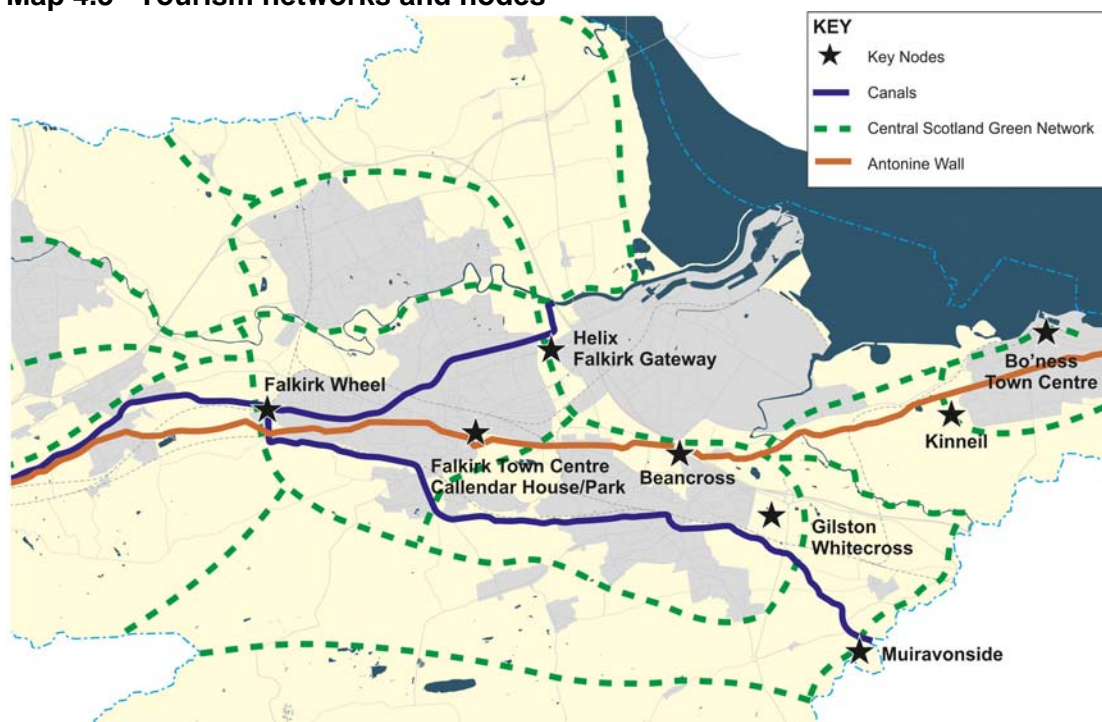
Themes/Networks	Key Nodes/Development Opportunities
Town Centres	<ul style="list-style-type: none"> Falkirk Town Centre/Callendar House Bo'ness Town Centre/Harbour Regeneration/Steam Railway
Canal Network	<ul style="list-style-type: none"> Falkirk Wheel/Portdownie Rosebank Helix/Falkirk Gateway Gilston/Whitecross
Central Scotland Green Network	<ul style="list-style-type: none"> Helix Falkirk Wheel/Roughcastle Callendar Park/Wood Muiravonside Kinneil
Antonine Wall	<ul style="list-style-type: none"> Callendar House/Park Falkirk Wheel/Roughcastle Kinneil
Gateway Services	<ul style="list-style-type: none"> Falkirk Town Centre Falkirk Wheel Falkirk Gateway Gilston Beancross

Preferred Option

4.26

The preferred option would be to **identify a series of interconnected networks and nodes**, as indicated in Figure 4.2, as the basis for the spatial development of tourism in the area. These represent the Council's current priorities.

4.27 **Map 4.3 Tourism networks and nodes**



Alternatives

- 4.28 The alternative would be to develop further significant nodes for tourism development in addition to those identified in the preferred option. This is not considered necessary at the present times. The network approach allows for the development of other subsidiary nodes, should other suitable opportunities arise.

Main Issue 8: Town Centres and Retail Provision

Key Question: What should be the priorities for the development of Falkirk Town Centre and the network of smaller centres, and is there a requirement for new retail facilities?

- 4.29 The Falkirk area has a well-established hierarchy of town, district and local centres which has provided a robust basis for retail planning. These centres are at the heart of the area's communities, providing a focus for economic activity and growth, a sustainable and accessible location for employment and services, and an expression of civic identity and pride. They play a key role in shaping the area's sense of place. The current development plan endorses the traditional hierarchy, with the addition of a new commercial centre at the Falkirk Gateway, providing for additional household goods provision, and a new local centre at Redding to serve the convenience shopping needs of the wider Polmont area.
- 4.30 Over the past 10 years, the Council's Town Centres Strategy has focussed on the regeneration of the District Centres. This has been complemented by the development plan strategy of decentralising food retailing out to the District and Local Centres. New stores have been developed in Stenhousemuir, as part of the wider regeneration for that centre, Grangemouth, and Redding. The recession has put centres under some pressure, and proposals for the regeneration of Denny Town Centre, Grangemouth Town Centre and the Falkirk Gateway have been delayed.
- 4.31 Technical Report 9: Retailing & Town Centres provides detailed information on shopping patterns, and identifies issues and future needs. In terms of comparison shopping, there would seem to be no case for any further provision, given the extent of opportunities in existing centres, and the outstanding commitment at the Falkirk Gateway. In the convenience sector, the area has seen a very large amount of new floorspace added over recent years, with four new stores, and further commitments at Camelon and Denny. Convenience retailing has performed more robustly than the comparison sector in the recession, and operators still appear to be seeking new opportunities to establish or increase market share in the area. The Convenience Shopping Capacity Study indicates that some settlements have a theoretical under provision of floorspace, and that there is still a degree of leakage of expenditure from the Council area. With projected population increases, there will be some additional scope for floorspace.

Falkirk Town Centre

- 4.32 The future vitality and viability of Falkirk Town Centre is central to the area's prosperity. Although the recession has increased vacancy levels, the Town Centre has maintained its competitive position, coming seventh in CACI's 2010 ranking of Scottish retail centres. Following a successful initial 3 year pilot period, BID (Business Improvement District) status has been confirmed for the next five years. However, if it is to remain competitive, it will have to continue to improve, develop, and diversify its role.

4.33 The current Local Plan divides the Town Centre into a core retail area, where the shopping function should predominate, secondary areas with more diverse use, and Central Retail Park, which provides for retailers requiring warehouse style formats.

4.34 There are four broad themes under which consideration of the future improvement of the Town Centre can be considered:

Uses and Activities. The Town Centre experience needs to be enriched and diversified, through an increasing emphasis on cultural and leisure uses, whilst continuing to improve the retail offer. There is also an opportunity to promote the role of the Town Centre as a sustainable office location. In the Retail Park, the current restriction on the range of goods which can be sold within Phase 2 is still considered to be appropriate to protect the role of the rest of Town Centre in the current economic climate. The town centre will continue to offer opportunities for residential use in secondary locations which can contribute to diversity and vitality.

Design and Place-Making. There is a need to foster an enhanced sense of place through new development, and improvements to the public realm and built fabric, which showcase high quality design, and make more of the potential of the Town Centre's built heritage. The Conservation Area Character Appraisal and Management Plan have highlighted opportunities in this regard.

Movement and Access. Movement in and around the Town Centre for vehicles and pedestrians alike can be confusing and difficult. The scope for improvements needs to be examined.

Key Opportunities. The main opportunities for change and growth are summarised in Figure 4.3 below.

4.35 **Figure 4.3 Falkirk Town Centre key opportunities**

Location	Opportunities
Core Area	Opportunity for building/shopfront enhancement and further public realm enhancement, following on from Old Parish Church enhancement.
East End	Major redevelopment opportunity for mixed use and improved bus station.
Grahamston Gateway	Enhancement of important gateway to the Town Centre Potential redevelopment opportunities at Melville Street and Meeks Road car parks.
West End	Possible redevelopment opportunity depending on Council decisions on future of Municipal Buildings.
North Side	Opportunity for street enhancement and improvement of the quality of Vicar Street as a pedestrian corridor.
South Side	Opportunity for street enhancement Redevelopment opportunities associated with eastern High Street backlands.

4.36 **Map 4.4 Falkirk Town Centre key opportunities**



District and Local Centres

- 4.37 The District Centres of Bo'ness, Denny, Grangemouth and Stenhousemuir serve the larger towns within the Council area for main food shopping and services. They have been the focus of recent regeneration efforts through the Town Centres Strategy. The Local Centres serve the smaller towns and suburbs for top-up shopping and limited local services, although several are anchored by larger stores serving main food shopping.
- 4.38 Some of these centres have benefited from new anchor stores. A key issue is the extent to which further convenience shopping provision is justified, or realistic, in other centres, to support their viability or to serve the needs of projected growth in population.
- 4.39 This is particularly the case in the west of the area, where most main food shopping is done in Falkirk, or outwith the district. A new store is planned at Denny as part of the regeneration of the centre, and new floorspace in Bonnybridge Town Centre would continue to be supported. A new Local Centre could also be provided as part of the Banknock SIRR. However, the scale of provision may not be sufficient to significantly reverse leakage of expenditure. The alternative would be a larger, off-centre store, but this would be likely to damage the existing centres.

- 4.40 The other area where improved food shopping may be justified is Bo'ness, where leakage of expenditure has increased, and a larger store in or adjacent to the Town Centre may help to redress the situation. A new Local Centre may also be justified in Whitecross.

Falkirk Gateway

- 4.41 The Falkirk Gateway is a proposed commercial centre on the eastern edge of the Falkirk which has been designed to meet demand for household goods shopping as part of a wider mix of office, retail and leisure uses. Its delivery has been delayed by the economic downturn. Consideration could be given to diversifying the retail role of this centre as a means of helping its immediate viability and promoting its long term vitality. However, any significant shift in its function, whether towards convenience or wider comparison shopping is likely to prejudice the role of other centres.

Preferred Option

4.42

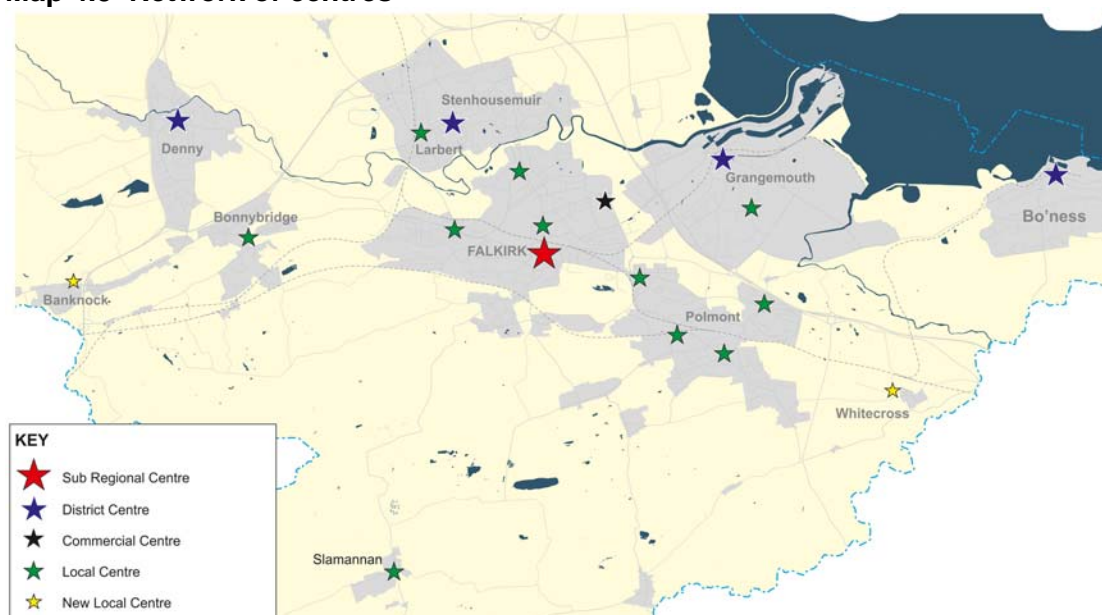
The preferred option is to continue to **maintain and enhance the existing network of centres** with a particular focus on:

A new strategy for improving Falkirk Town Centre as the sub regional centre with an emphasis on diversifying uses and activities, promoting high quality design and place-making, improving movement and access, and promoting key opportunities;

Enhanced food shopping provision at Denny, Bonnybridge and Bo'ness Town Centres, and new Local Centres, based on small stores, to serve the growth areas of Banknock and Whitecross; and

Maintaining the household goods function of the new commercial centre at the Falkirk Gateway.

- 4.43 **Map 4.5 Network of centres**



4.44 **Figure 4.4 Network of centres**

Type	Centres	Role
Sub Regional Centre	Falkirk	Serves Council-wide catchment in terms of comparison and convenience shopping. Major visitor destination. Provides an extensive range of shops services, leisure activities and community facilities.
District Centre	Bo'ness Denny Grangemouth Stenhousemuir	Serves the larger towns in terms of main food shopping, limited comparison shopping and services. Provides a reasonable range of local shops, services and community facilities.
Local Centre	Bainsford/Newcarron Banknock/Haggs Bonnybridge Brightons Camelon Charlotte Dundas Grahamston Larbert Laurieston Polmont Redding Slamannan Whitecross	Serve the smaller towns and suburbs in terms of top-up shopping and limited local services. In larger catchments may be anchored by larger store serving proportion of main shopping needs.
Commercial Centre	Falkirk Gateway	Provides out-of-centre focus for household shopping and leisure complementary to Falkirk Town Centre. Limited to 25,000 sq.m. household goods floorspace

Alternatives

- 4.45 In relation to Falkirk Town Centre, the alternative would be the status quo, with the form and function of the Town Centre remaining as it is, with no further redevelopment or improvement.
- 4.46 For Local Centres, the alternative would be to promote one or more new centres, based on large foodstores, in off-centre locations, to serve the needs of the growing population. The west of the area, potentially Denny or Bonnybridge, would be the most likely location. This is likely to have an unacceptable impact on existing centres.
- 4.47 For the Falkirk Gateway, the alternative would be to diversify the retail role of the proposed development to encompass convenience shopping, or mainstream comparison goods shopping. Again this is likely to have an unacceptable impact on existing centres.

Main Issue 9: Strategic Access and Sustainable Travel

Key Question: What improvements to transport infrastructure are needed to make the area more accessible and support the local economy, whilst encouraging more sustainable modes of transport?

- 4.48 The accessibility of the Falkirk area within Central Scotland, by road and rail, is one of its key assets. Both modes of transport have been improved over the last 15 years. However, the strategic and local road network is subject to some constraints and experiences capacity problems in various locations at peak times. These problems will be exacerbated by traffic growth and new development over the period of the plan. At the same time, there is continuing need to curb transport related greenhouse gas emissions and address increasing air quality issues by reducing travel by private car and promoting the use of sustainable forms of transport. Addressing these challenges is fundamental to the promoting sustainable economic growth and creating better quality places in the area. Options for addressing capacity issues may be considered under three broad categories:

- Building and widening roads to create more capacity;
- Increasing the efficiency of the network through traffic management;
- Managing/reducing demand through promoting sustainable transport measures.

In practice, although priority will be given to sustainable transport modes, an increase in the capacity of the road network in key locations will also be required if growth is to be accommodated, and so a mix of all three approaches will be used.

Strategic Road Network

- 4.49 The current Local Plan promotes a range of improvements to the strategic road network. In particular, modelling carried out as part of the Local Plan process identified motorway junctions which would require upgrading to cope with projected growth. The intention is to carry these forward into the LDP. Most of these upgrades have been identified in detail, although a long term solution for Junction 6 of the M9 requires further consideration, and may require safeguarding of land for a reconstructed junction.

- 4.50 **Figure 4.5 Strategic road improvements**

Location	Comments
M80 Junction 4 (Haggs)	Upgrade required to junctions of slip roads with A803 to accommodate Banknock/ Dennyloanhead growth. Developer funded.
M876 Junction 2 (Glenbervie)	New east facing slips to improve access to strategic development in North Larbert. Scheme planning well advanced and funding in place.
M9 Junction 6 (Glensburgh/Earlsgate)	Addressing junction constraints is part of NPF2 Grangemouth Freight Hub national development and Strategic Transport Projects Review. Short/medium term signalisation/widening identified, and developer contributions being sought, but longer term solution requires investigation through NPF2.
M9 Junction 5 (Cadgers Brae)	As for M9 J6 but medium term signalisation/ widening of local roads may be sufficient.

M9 Junction 4 (Lathallan)	Signalisation and localised widening required to slips to accommodate developments in the vicinity. Developer funded.
M9 Junction 3 (Champany)	Land safeguarded for new west facing slips. Scheme would have to be developer funded.
A801 (Avon Gorge)	Upgrade required to improve link between M9 and M8. Part of NPF2 and Strategic Transport Projects Review.

Local Road Network

- 4.51 The most pressing issues on the local road network concern access to the main commercial centres of the area. **Falkirk Town Centre** presents the most acute problems, with peak time congestion on the main radial routes into the Town Centre. Future development will exacerbate this, particularly on the A803 through Camelon and the B902 from North Falkirk. Congestion is also giving rise to air quality issues. The Council has promoted bus lanes, traffic management measures and park and ride but there are practical limits to what can be done, given the constrained nature of some of the road corridors and the fact that much car parking in the Town centre is free and outwith the control of the Council. An incremental approach to intervention, involving sustainable transport measures, upgraded traffic signals and developer funded junction improvements, is likely to be the only practical way forward.
- 4.52 At the **Falkirk Gateway**, future development will require upgrading of the road network in the vicinity of the Westfield roundabout.
- 4.53 At Denny Town Centre, Denny Cross experiences serious peak time congestion and the future growth of the town requires the completion of the **Denny Eastern Access Road**, which will relieve pressure on Denny Cross.

Sustainable Transport

- 4.54 There has been substantial investment in new public transport, cycling and walking infrastructure over recent years, including expansion of rail station car parks at Falkirk High, Larbert and Polmont, improved bus services and new path routes. The opening of the Airdrie-Bathgate railway line has expanded travel options for the southern part of the Council area, whilst the Edinburgh Glasgow Improvement Project (EGIP) will bring some service improvements through the electrification of routes in the Council area. The 'Take the Right Route' initiative has promoted sustainable travel choices in the Larbert/Stenhousemuir area through marketing and personal travel planning.
- 4.55 The current Local Plan identifies other potential projects including the upgrading of Falkirk Bus Station, further car parking at Falkirk High Station, bus lanes on Callendar Road and Glasgow Road, Falkirk, and various strategic path improvements. The Local Plan also safeguards sites for possible new railway stations at Grangemouth, Laurieston, and Bonnybridge. Transport Scotland has indicated that it does not wish to see the stations carried forward into the LDP without a clear and full justification. Whilst it is acknowledged that it may be difficult to make such a case at the present time due to operational and cost benefit considerations, the intention is to continue to safeguard the Bonnybridge and Grangemouth sites to keep future options open. Other opportunities for enhancing bus services or developing active travel routes will arise through travel plans and developer contributions associated with development proposals. Active travel opportunities will

also be promoted through the local development of the Central Scotland Green Network.

Preferred Option

4.56

The preferred option is to **address outstanding constraints in the strategic and local road network** which are essential to accommodate economic and community growth, whilst **promoting sustainable transport measures on an incremental basis** in conjunction with new development, and as resources allow.

Alternatives

- 4.57 Whilst a possible alternative would be to shift emphasis away from addressing road network issues to focus exclusively on sustainable transport measures, this is not considered a reasonable alternative given the commitment to strategic road improvements through NPF2 and the need to accommodate existing committed development. Given physical, policy and resource constraints, it is not considered that there are any other reasonable alternatives.

5. A Sustainable Place

- 5.1 Sustainable development is a key component of the current development plan, and the Council intends to place it at the heart of the vision for the new LDP. In essence it means promoting economic and social development in a way which safeguards and enhances the environment and conserves environmental resources for future generations. It means ensuring that the Falkirk area is capable of remaining attractive and viable in the long-term, whilst making our contribution to national and global sustainability objectives.
- 5.2 The role of planning in sustainable development is wide ranging, and cuts across all of the issues highlighted in this Main Issues Report. Sustainability factors have been integral to determining the preferred spatial strategy, as well as individual decisions on the appropriate location for housing and economic development, where the aim is to reduce the need to travel, prioritise sustainable transport modes, maximise the use of brownfield land, and conserve environmental resources. The Strategic Environmental Assessment is an important mechanism in ensuring that environmental factors have been given due cognisance, alongside economic and social issues. This chapter highlights some of the specific policy areas which are considered to be critical to making the Falkirk area a more sustainable place.
- 5.3 Key Objectives:
- Addressing the challenges of climate change through helping to reduce greenhouse gas emissions, and ensuring that built and natural environments are capable of adapting to the consequences of climate change;
 - Improving the quality of design in new development, in order to enhance the environment and distinctive sense of place within the area;
 - Defining and identifying priorities for the development of a multi-functional green network across the Falkirk area, as the local expression of the Central Scotland Green Network;
 - Conserving and enhancing the natural and built heritage of the area;
 - Supporting the objectives of the government's Zero Waste Plan; and
 - Ensuring a sustainable approach to mineral extraction.

Main Issue 10: Climate Change

Key Question: What are the main challenges which climate change presents and how should these be addressed?

- 5.4 Tackling climate change has become one of the main challenges of sustainable development. In the Climate Change (Scotland) Act 2009, the Scottish Government has set out ambitious targets for the reduction of greenhouse gas emissions - 42% by 2020 and 80% by 2050 - and requires all public bodies to act:
- In a way best calculated to contribute to the delivery of the emissions targets in the Act;
 - In a way best calculated to help deliver the Government's climate change adaptation programme; and
 - In a way it considers most sustainable.
- 5.5 Planning has a role to play in both mitigating climate change, through reducing transport and building-related energy requirements, facilitating renewable energy, and promoting carbon storage; and adaptation to climate change, in terms of dealing with the consequences of a potentially warmer and wetter climate. This section of the Main Issues Report deals with some specific policy areas which are particularly

relevant to climate change and are not dealt with elsewhere – low carbon development, renewable energy, and flood risk and management. However, climate change is a cross-cutting issue, having implications for many areas of the plan, as shown in Figure 5.1.

5.6 Figure 5.1 Interface of climate change with the Main Issues Report

Climate Change Measures	Key Areas of Interface with LDP	Relevant Main Issues
Mitigation		
Reducing building-related emissions	<ul style="list-style-type: none"> • Promotion of low/zero carbon equipment in development • Siting and design of buildings to reduce heating/cooling requirements 	<ul style="list-style-type: none"> • Climate Change • Design Quality and Place Making
Reducing transport-related emissions	<ul style="list-style-type: none"> • Locating development to reduce the need to travel • Locating development to maximise access to active travel/public transport • Promotion of active travel/public transport infrastructure 	<ul style="list-style-type: none"> • Spatial Strategy • Sustainable Housing Locations • Employment Land • Town Centres and Retail Provision • Strategic Access & Sustainable Travel • Infrastructure for Growth
Carbon Storage	<ul style="list-style-type: none"> • Protection and management of existing woodland • Creation of new woodland • Protection of carbon rich soils • Support for CCS proposals at Longannet 	<ul style="list-style-type: none"> • Sustainable Housing Locations • Green Network
Decarbonised energy generation	<ul style="list-style-type: none"> • Support for renewable energy developments where environmentally acceptable • Promotion of decentralised energy technologies 	<ul style="list-style-type: none"> • Climate Change
Resource conservation and waste minimisation	<ul style="list-style-type: none"> • Promotion of measures to support Zero Waste objectives 	<ul style="list-style-type: none"> • Waste and Minerals
Adaptation		
Flood risk and management	<ul style="list-style-type: none"> • Protection of property from coastal, fluvial and pluvial flood risk 	<ul style="list-style-type: none"> • Climate Change • Spatial Strategy • Sustainable Housing Locations • Employment Land
Resilience of habitats and species	<ul style="list-style-type: none"> • Ensuring habitat availability and connectivity • Protecting and improving the water environment 	<ul style="list-style-type: none"> • Green Network

5.7 The SEA is also a key tool for assessing the LDP's relationship to climatic change, and climatic factors is one of the topics against which the various options in the MIR has been assessed.

Low Carbon Development

- 5.8 The Government's aim is for all new homes to be 'low carbon', and all non-domestic buildings to be 'very low carbon' by 2016/17. Improved energy efficiency is a key element in reducing emissions from buildings and will be driven over the coming years by more stringent building standards. Planning can assist the move towards reducing energy demand by appropriate siting and layout of development to assist passive solar design.
- 5.9 Embedding renewable technologies within new development is seen as an important area which can be driven by planning. Section 72 of the Climate Change (Scotland) Act 2009 states that local development plans must require all new buildings to be designed to avoid a specified and rising proportion of projected greenhouse gas emissions from their use through the operation of low and zero carbon generating technologies (LZCGT).
- 5.10 Decentralising energy generation also offers potential for reducing emissions. Decentralised systems involve the generation of energy closer to the user, as opposed to large, centralised power stations feeding into the national grid, offering the potential to reduce transmission wastage and utilise heat generated in the process. They include high efficiency co-generation or combined heat and power (CHP); on-site renewable energy systems and energy recycling systems. Larger sites, or combinations of sites, which create a certain critical mass of development may offer potential for the installation of decentralised energy systems.
- 5.11 The current Local Plan contains a policy on design and energy use which requires developers to demonstrate how they have assessed and pursued opportunities for sustainable energy use in new developments. Renewable energy and CHP are encouraged. However, the legislation now requires a stricter approach, with the setting of specific requirements for embedded low carbon technology for all buildings. Whilst this has the potential to support the Government's aspirations towards low carbon buildings, it may have significant design and cost implications for developments.

Preferred Option

5.12

The preferred option is to **introduce a policy setting out the required percentage carbon reduction through LZCGT in buildings**. The requirement will be part of the 30% reduction required by the 2010 Building Standards (Bronze Active level in terms of the accreditation levels set out in Section 7 of the Building Standards Technical Handbooks 2010). The policy will encourage decentralised energy systems, with feasibility having to be assessed in respect of larger sites or specified groups of sites. The policy would be supported by supplementary guidance explaining how the requirement could be addressed and compliance demonstrated.

Alternatives

- 5.13 The alternative would be to introduce a more ambitious target, requiring a reduction in emissions over and above the 30% reduction in the 2010 Building Standards, potentially up to Silver Active level. This is considered too onerous at the present time.

Renewable Energy

- 5.14 The Scottish Government's latest renewable energy targets for are that, by 2020, the equivalent of 100% of electricity demand, and 11% of heat demand, should be met from renewables.
- 5.15 The Council's Renewable Energy Feasibility Study, commissioned in 2003 has been reviewed and updated in Technical Report 8: Renewable Energy. The review largely confirms the conclusion of the original study, indicating that potential for wind energy is mainly for small to medium sized developments and that development interest has increased with the introduction of the Feed-in Tariff. Biomass may also have potential on a commercial scale, as evidenced by the application by Forth Energy for a large plant at Grangemouth Docks. Other technologies such as hydro, geothermal and solar are likely to be exploitable only as community projects or on a domestic scale. The potential role of decentralised energy and other low carbon forms sources of heat and power, such as energy from waste, should also be recognised.
- 5.16 The current Structure Plan and Local Plan support renewable energy developments subject to their environmental acceptability. For wind energy, the Local Plan has a general, criteria-based policy for assessing proposals. The SPP states that planning authorities should set out in the development plan a spatial framework for onshore wind farms of over 20MW generating capacity, with the option of including smaller developments if appropriate. Spatial frameworks should identify protected areas, areas with potential constraints, and broad areas of search.
- 5.17 The Council considers that, given the compact nature of the area, its predominantly urban character, and the range and nature of constraints which affect it, potential for wind farms in excess of 20MW is likely to be very limited, and that it may be difficult to identify areas of search of any scale for larger wind farms.
- 5.18 Nonetheless, there is potential for some smaller developments, and with the increase in development interest, a spatial framework is considered to be necessary to provide more detailed guidance for developers. Essentially, this would be a tailored approach to the needs of the area which would identify protected areas, and provide guidance on the various constraints across the Council area, with a particular focus on the scale and nature of development appropriate within each of the various landscape character units. It would confirm whether or not there is any potential within the area for wind farms in excess of 20MW. The Council intends to progress this work in advance of the LDP, including the commissioning of a detailed landscape capacity study to support the preparation of the spatial framework. The expression of the spatial framework within the LDP will depend on its form and content. Some elements may be included in the plan, but others may be more appropriate for inclusion in supplementary guidance.

Preferred Option

5.19

The preferred option is to **retain the supportive policy framework for renewable energy developments**, extending it to all low carbon energy technologies, and to **produce a spatial framework for wind energy developments**, which will confirm protected areas, set out guidance on constraints, including landscape capacity for developments within each landscape character zone, and confirm whether or not there is any scope for windfarms of 20MW and over in the area.

Alternatives

- 5.20 The alternative would be to retain the current criteria-based wind energy policy, without the support of a spatial framework. This is not considered to provide the necessary guidance for the industry, and may result in inappropriate development.

Flood Risk and Management

- 5.21 Increased flood risk is perhaps the most serious potential consequence of climate change that the Falkirk area faces, with sea level rise and a wetter, stormier climate exacerbating existing risk from coastal, fluvial (river) and pluvial (surface water) flooding.
- 5.22 SEPA's indicative flood mapping shows a considerable number of properties within the area lying within the 1:200 year flood envelope. Grangemouth is the most vulnerable area, where coastal flood risk from the Forth Estuary combines with fluvial risk associated with the Rivers Carron, Avon and the Grange Burn. Lower Bo'ness and the carseland in the north of the area are also subject to coastal flood risk, although Bo'ness foreshore is now protected by a new flood defence scheme. A number of other communities are affected to a greater or lesser degree by the floodplains of watercourses flowing through them.
- 5.23 Planning has a major role to play in mitigating flood risk. The SPP provides a risk framework as a basis for decision making relating to flood risk, whilst the Flood Risk Management (Scotland) Act 2009 introduces further legislative provisions including a requirement for local authorities to prepare flood risk management plans by 2015. Development plans are required to take account of flood risk management plans, although it is unlikely that this will be in place in Falkirk early enough to influence the LDP.
- 5.24 In terms of new development, flood risk is a key factor within the site assessments carried out to inform the settlement growth options and determine the suitability of employment sites. This has utilised the SEPA flood mapping, supplemented by more localised studies where available. Existing policies, and supplementary guidance, on flood risk and sustainable urban drainage systems will be carried through into the LDP, updated to refer to the new legislation as appropriate.
- 5.25 In terms of addressing flood risk to existing development, Grangemouth remains the biggest challenge. Although recent studies suggest that the extent of the threat is not as serious as indicated by the SEPA flood mapping, areas of the town, including extensive parts of the industrial area, remain at high risk. The issue is now being considered as part of the Grangemouth Freight Hub National Development in NPF2. Potential solutions will have to be assessed particularly in relation to their impact on the Firth of Forth Special Protection Area (SPA).
- 5.26 The approach to coastal flooding in Grangemouth, as in Bo'ness, is likely to require 'hard' flood defence measures. However, along the undeveloped carseland adjacent to the Forth to the north and east of Grangemouth, the potential exists to promote a softer approach involving managed realignment of the coast.

Preferred Option

5.27

The preferred option is to **maintain and update existing policies and supplementary guidance on flood risk**, taking account of new legislative requirements in the Flood Risk Management (Scotland) Act 2009 as appropriate. Measures to address flood risk in Grangemouth will be prioritised. The potential for managed realignment. will continue to be investigated along the Inner Forth Estuary.

Alternatives

5.28 It is not considered that there are reasonable alternatives to this approach.

Air Quality

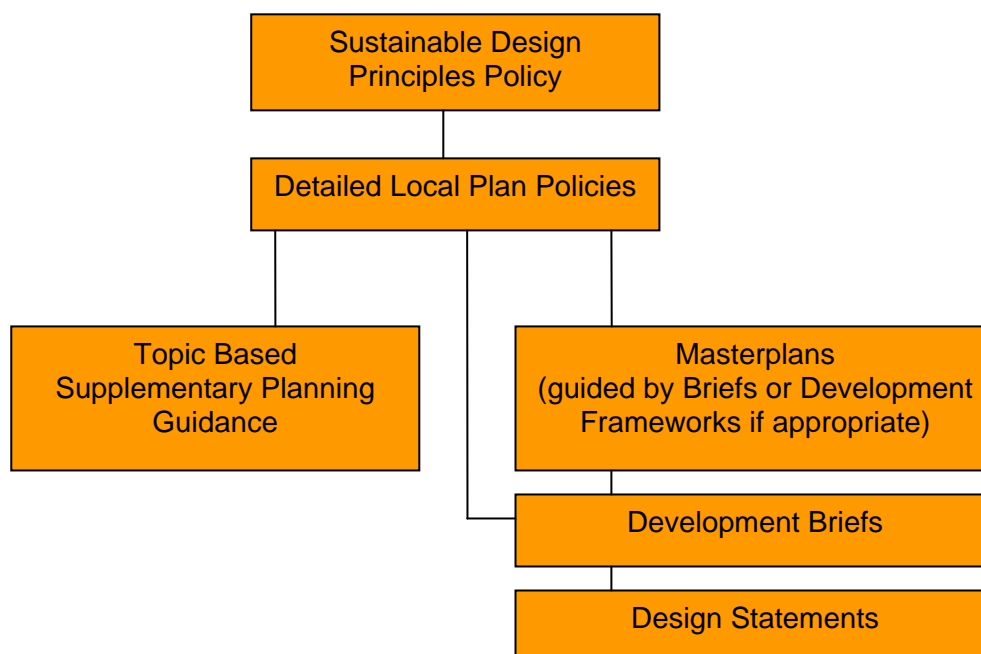
5.29 Whilst air quality is not considered a main issue in its own right, the area does have several air quality management areas, and decisions made through the LDP, particularly in relation to transport and development allocations, may have implications for air quality. The existing air quality policy in the Local Plan will be carried through into the LDP.

Main Issue 11: Design Quality and Place Making

Key Question: How can standards of design in the built environment be raised and where are the key opportunities for place making?

- 5.30 Improving design quality and creating attractive, distinctive places through new development has been a key aim of the current development plan. The Local Plan identified a hierarchy of policies, guidance and design tools to help promote good design in new development, as shown in Figure 5.2 below. Most of the key design based SPGs have been published and include guidance on Housing Layout and Design, House Extensions and Alterations, Shopfronts, Trees and Development, Biodiversity and Development, and Design Statements. The preparation of briefs and development frameworks (generally prepared by the Council) and masterplans (generally prepared by developers) for Local Plan sites is an ongoing process.
- 5.31 The publication of 'Designing Streets' as a new approach to street design within urban areas is an important new development, aiming to promote more attractive places for people through a design-led, rather than standards-based methodology. The Council is reviewing some of its guidance to take account of its principles.
- 5.32 The intention would be to continue the current approach to design policy and guidance, with the most important pieces of guidance being revised and reissued as statutory supplementary guidance.

5.33 **Figure 5.2 Hierarchy of design policy and guidance in the current development plan**



5.34 The Local Plan also identified area enhancement priorities which were to be the focus for improving the image of the area and locations where high quality development would be particularly sought. These included: Principal Transport Corridors; Town and Local Centres; Main Town Gateways and Approaches; the Canal Corridor; Falkirk Greenspace; Urban Regeneration Areas; Conservation Areas and Areas of Townscape Value.

5.35 There has been good progress in some areas. The Falkirk Wheel, the Falkirk Stadium and the new Forth Valley Acute Hospital at Larbert are examples of iconic design that is shaping a new, positive image of the area, soon to be joined by the Helix. Progress has also been made in some Town Centres, whilst Falkirk Greenspace continues to deliver landscape improvements to the urban fringe. However, many further opportunities exist, and there is the potential to refocus these into a revised set of place-making priorities comprising the following interconnected elements:

- Town and Village Centres
- Town Gateways and Approaches
- Canal Corridor
- Central Scotland Green Network

The LDP would identify the key project opportunities which would contribute to the delivery of these spatial priorities.

Preferred Option

5.36

The preferred option is to **continue the current approach to design policy and guidance**, carrying forward existing policies into the LDP and revising and reissuing key guidance as statutory supplementary guidance, as appropriate. Area enhancement priorities would be revised and rationalised into **a new set of place-making priorities** comprising the components listed above.

Alternatives

- 5.37 In terms of design policy, an alternative would be to move all policy and guidance to supplementary guidance, with only a basic keynote policy in the LDP to provide a link.

Main Issue 12: The Green Network

Key Question: How should the network of habitats, landscapes, open space and public access in the area be protected, enhanced, integrated and managed to complement growth and development?

- 5.38 The concept of green networks provides a more integrated way of considering the protection, enhancement and enjoyment of the various natural heritage resources in the area. In particular, it emphasises the importance of promoting the connectivity of these assets, as well as the integrity of individual areas.

Central Scotland Green Network

- 5.39 Through the Central Scotland Forest Strategy and the Falkirk Greenspace Initiative, the Council and its partners have been successfully promoting landscape improvement, woodland creation, habitat enhancement and outdoor access in the urban fringe around our main towns since 1993. This has had a major impact on quality of life in our communities, and the attractiveness of the area to investment.
- 5.40 The Central Scotland Green Network (CSGN) is a national development identified in the National Planning Framework (NPF2) and extending across 19 local authority areas, including Falkirk. Launched in 2009, it seeks to transform the landscape of Central Scotland through the development of high quality green networks, making the area a more attractive place to live in, do business and visit; to contribute to tackling climate change; to enhance biodiversity; and to promote active travel and healthier life styles. Falkirk is at the heart of the CSGN, and the CSGN vision aligns closely with the preferred vision for our area.
- 5.41 The Council is considering how CSGN could be delivered in Falkirk, building on the achievements and success of the Falkirk Greenspace Initiative, and related strategies such as the Open Space Strategy, the Outdoor Access Strategy and the Urban Woodland Strategy. In parallel with this, the LDP will define the CSGN spatially within the Falkirk area, and identify future priorities and key proposals. In general terms, the CSGN in Falkirk needs a broader vision than the Greenspace Initiative. Spatially, it needs to extend out in the rural parts of the area, connecting with networks covered by adjacent local authorities, whilst also penetrating into the urban area. Conceptually, it needs to embrace habitat enhancement and connectivity more generally, rather than focusing primarily on woodland, and issues such as flood management. Technical Report 7: The Green Network explores these issues in detail, mapping current green network assets, gaps and opportunities, and identifying the main spatial components which would form the network. The key spatial components, and the corridors they form, are highlighted in Figure 5.3 and Map 5.1 below. This would be the basis for a schematic representation of CSGN in the LDP, with key proposals identified on the Proposals Map.
- 5.42 The development of the green network is intended to complement the growth strategy which will underpin the LDP. Development sites will offer opportunities for

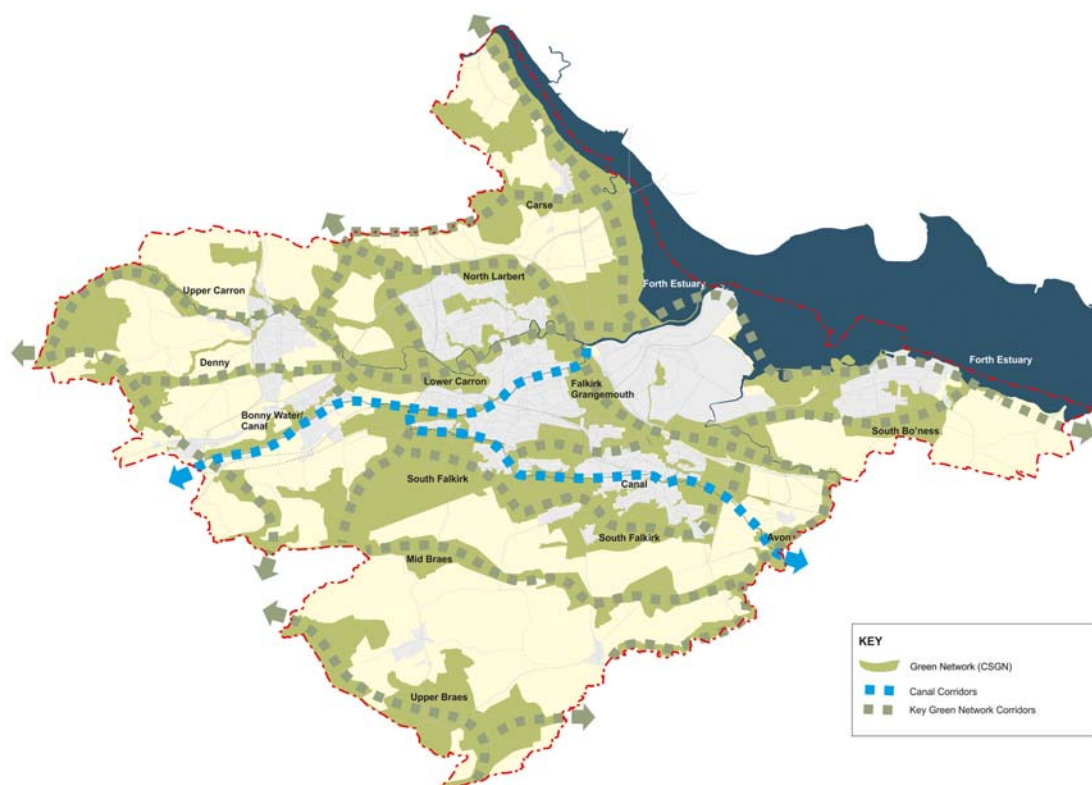
the development of the integrated green infrastructure and potential allocations have been assessed in terms of their impact, whether positive or negative, on the green network.

5.43 Figure 5.3 Green network components

Green Network Component	Extent/Character/Opportunities
Forth Estuary	Estuarine corridor comprising intertidal mudflats, and immediate hinterland of salt marsh and agricultural carseland. Internationally significant habitat, and regionally important access corridor. Potential for coastal realignment to enhance habitat, and access improvements.
Carse	Mosaic of carseland habitats across northern rural area, including Dunmore woodlands, Letham Moss and minor watercourses including Pow/Tor Burn. Opportunities for habitat and access enhancement.
Upper Carron	Upper Carron river valley, extending from Carron Bridge through Denny to Larbert, comprising river and woodland habitats, and including the upland heathland of Denny Muir. Recreational and ecological potential of river corridor highlighted through Communities along the Carron project. Major opportunities to improve access links, promote catchment management for flood relief, and aid species migration.
Lower Carron	Lower Carron river valley, extending from Larbert viaduct to M9, and comprising urban fringe agricultural land, recreational open space, community woodland, and including the Carron Dams wetland. Recreational and ecological potential of river corridor highlighted through Communities along the Carron project. Significant opportunities to improve access links.
Falkirk-Grangemouth Corridor	Urban fringe corridor extending from River Carron at Langlees to M9 Junction 5, comprising agricultural land, community woodland and a variety of urban uses. Key area for recreational, landscape and access improvement through the Helix project.
South Falkirk	Extensive area of woodland and agricultural land forming landscape setting to the Falkirk and Polmont urban areas, and including the key tourism/recreation nodes of the Falkirk Wheel/Roughcastle and Callendar Park/Wood. Potential to build on comprehensive access network developed as part of previous South Falkirk project.
South Bo'ness	Landscape backdrop to Bo'ness, including important wooded estates of Kinneil and Carriden and intervening agricultural land rising up towards Airngath Hill. Potential for continued positive management of existing woodland, and for further woodland structure and connections as part of any future development.
Mid Braes	Mosaic of upland habitats linking across the Slamannan Plateau, including important wetland and bog areas. Opportunities for habitat enhancement and restoration, and improved access links.
Upper Braes	Mosaic of upland habitats along south west boundary of the Council area including wetland, bog, heath and woodland. Opportunities to improve access and habitat, with potential for upper catchment flood management.

North Larbert	Corridor enveloping Larbert/Stenhousemuir on its north and west sides, including various former estate landscapes at Larbert Hospital, Bellsdyke and Kinnaird, and extending north to connect with important woodlands around Torwood. Variety of access, woodland creation and management opportunities.
Avon	Valley of the River Avon, extending from Grangemouth to Slamannan, and including Avon Gorge SSSI and Muiravonside Country Park. Opportunities include extending the established Avon Heritage Trail, securing landscape regeneration of the Avondale landfill site, new landscape structure in association with development at Whitecross, and promotion of upper catchment flood management
Denny	Corridor following the Castlerankine Burn and reservoirs to the west of Denny, and penetrating the urban area of Denny to connect through to Chacefield Wood and the River Carron. Opportunities to enhance access and habitat connectivity, with possible opportunities for upper catchment flood management.
Bonny Water	Valley of the Bonny Water, from Banknock to its confluence with the Carron at Roughmute. Opportunity to build on existing Bonnyfield LNR, with access and habitat improvement elsewhere in the corridor.
Canals	Forth & Clyde and Union Canals form a focus for recreational/tourism activity and investment, and key components of the strategic access and habitat network across the CSGN. Opportunities for development and regeneration focused at identified nodes, with wider opportunities for access and biodiversity promotion along the network as a whole.

5.44 Map 5.1 Green network corridors and components



5.45 Preferred Option

The preferred option is to **define the CSGN in the area as a network of multi-functional green corridors**, as defined in Figure 5.3 above. This would build on the Falkirk Greenspace Initiative's 'urban fringe' focus, extending the network into the rural hinterland to connect with adjacent local authority networks, and penetrating into urban areas, linking with the Open Space Strategy.

Alternatives

- 5.46 The alternative would be to maintain the existing Falkirk Greenspace Initiative in its present form, with a clear urban fringe focus. This would continue to prioritise resources closest to the places people live and work, but would fail to capture the wider focus of the CSGN.

Protected Habitats

- 5.47 Whilst the green network emphasises the need to promote habitat enhancement and connectivity at a landscape scale across the Council area, there will be a continuing need to offer particular protection to specific sites and species.
- 5.48 The Falkirk area has a number of locally, nationally and internationally designated sites for nature conservation, including 4 international designations, 10 nationally designated SSSIs, 1 Local Nature Reserve, and a system of non-statutory local sites comprising 62 Wildlife Sites and 24 Sites of Importance for Nature Conservation (SINCs). In addition, the recently reviewed Local Biodiversity Action Plan 2010-2013 identifies a number of priority species and habitats. The current Local Plan contains a policy offering an appropriate level of protection to each type of site in the hierarchy. This remains robust and will be carried through into the LDP. In addition, habitat-specific policies on woodland and the watercourses will be updated and carried through into the new LDP. In addition to continuing protection for prime agricultural land, carbon rich soils, which are a form of carbon storage and help mitigate climate change, will be protected.
- 5.49 Whilst national and international sites are designated by SNH, and have statutory protection in their own right, local sites are identified by the Council, and are given status by inclusion in the development plan. There is a case for strengthening the approach to local sites: the list of sites is not comprehensive, and their importance and the criteria by which they are selected needs to be highlighted. It may be that the best means of allowing the list to be updated on a frequent basis, and providing information on the sites, their importance, and selection, is through the preparation of supplementary guidance. Such a review could also include consideration of Regionally Important Geological and Geomorphological Sites (RIGS) which have not previously been identified within the Falkirk area.

Preferred Option

5.50

The preferred option is to **review and update the list of locally designated sites** (Wildlife Sites, SINCs and, potentially, RIGS) and to promote them through supplementary guidance. **Policy protection for carbon-rich soils** will be introduced.

Alternatives

- 5.51 The alternative for local sites would be not to promote supplementary guidance, but simply to map local sites within the LDP as at present. Whilst this might give the sites more prominence within the LDP, the process would be less flexible.

Landscape

- 5.52 The Falkirk area does not have any nationally important landscapes, but landscape quality is nonetheless important to the setting of settlements, and to the area's image and identity. The current approach to landscape protection is based on a general policy requiring landscape and visual assessment for significant proposals, with Areas of Great Landscape Value (AGLVs) designated to protect locally important landscapes in the Denny Hills, the Slammanan Plateau/Avon Valley and South Bo'ness. Landscape character assessments covering the area were carried out in the 1990s. These provide an overview, but have limitations in terms of providing a detailed basis for the development plan and development management decision making.
- 5.53 There is a need for better integration of landscape considerations into decision-making and, in line with the European Landscape Convention, to recognise the value of all landscapes within the area, not just AGLVs. Brief landscape assessments have been carried out for all candidate development sites. It is also intended to review the current landscape character assessments covering the area as a basis for producing supplementary guidance against which proposals with landscape implications could be assessed. Assessing landscape capacity for wind farms presents particular issues for the area, and further work will be commissioned to support the proposed spatial framework for wind energy developments.

Preferred Option

5.54

The preferred option is to **prepare supplementary guidance on landscape character and assessment** in order to emphasise the value of all landscapes across the Council area, and to provide a more robust tool for assessing future proposals with landscape implications.

Alternatives

- 5.55 The alternative would be to continue with the current approach, relying on existing policies and designations. This would not achieve the goal of raising the profile and importance of all landscapes.

Main Issue 13: Cultural Heritage

Key Question: How can the area's extensive but under-appreciated cultural heritage assets be better protected, enhanced and promoted?

- 5.56 The Falkirk area has a wealth of architectural, cultural, historic and archaeological assets, reflecting its interesting and varied history. The Built Heritage Strategy was approved in 2006 to provide a strategic focus for the conservation and enhancement of these resources. Considerable progress has been made with the implementation of the strategy including:

- Securing World Heritage Site status and setting up management arrangements for the Antonine Wall in partnership with Historic Scotland and other local authorities;
- Undertaking character appraisals and preparing management plans for all conservation areas;
- Implementing enhancement schemes in Bo'ness Town Centre (Townscape Heritage Initiative); Falkirk Town Centre (Old Parish Church area); and Airth Conservation Areas.

5.57 In support of the Built Heritage Strategy, the current Local Plan has a suite of cultural heritage policies dealing with Conservation Areas; Areas of Townscape Value; Listed Buildings; Sites of Archaeological Interest; the Antonine Wall; Historic Gardens and Designed Landscapes; and the Battle of Falkirk Site. These policies remain relevant, and will generally be carried forward into the LDP. Areas of Townscape Value will require review to ensure that their boundaries are appropriate and consistent.

5.58 One ongoing matter of concern is the threat to a number of redundant historic buildings within the area, particularly in the current economic climate where finding viable alternative uses for buildings is more difficult. Allowing enabling development to fund restoration can be a solution, although such development can compromise the setting of historic buildings and, in rural locations, it can conflict with the general presumption against new development in the countryside. In practice, the Council has often been prepared to permit enabling development as a pragmatic response to the need to secure the future of historic buildings. It is therefore proposed that a policy on enabling development be brought forward which would clarify the circumstances where such an approach will be acceptable.

Preferred Option

5.59

The preferred option is to **continue the existing cultural heritage policies**, but with a review of the boundaries of Areas of Townscape Value, and **the introduction of a policy which would set out the circumstances in which enabling development for the restoration of historic buildings and structures would be permitted.**

Alternatives

5.60 The alternative would be to continue with the current approach whereby enabling development is considered against existing policies. This is less likely to achieve a robust and consistent approach to such proposals.

Main Issue 14: Waste & Minerals

Waste

5.61 The management of waste is a key aspect of the sustainable development agenda. The government's Zero Waste goal means that there will be an increased need to accommodate various types of waste management infrastructure. The current policy is to support the objectives of the Zero Waste Plan, and to accommodate new provision through extensions to existing facilities, or in existing industrial areas through a policy framework which supports the development of these facilities rather than identifying specific sites.

- 5.62 Landfill will have a reducing role, although there will continue to be a need for capacity to deal with residual waste. In this regard, the current Local Plan identifies land to be safeguarded for a potential future extension to the Avondale site. The Zero Waste Plan identifies a 10 year rolling landfill capacity requirement of 3.3million tonnes for the local authority areas of Clackmannanshire, Falkirk and Stirling Council areas (based on 2008 landfill rates x 10). Remaining capacity of 4 million tonnes at the 2 landfill sites at West Carron and Avondale, both within the Falkirk Council area is identified in the latest SEPA Landfill Capacity Report 2009.
- 5.63 Additional operational (i.e. not just consented) waste infrastructure capacity of 110,000 tonnes for source segregated recyclables and source segregated organic waste and 160,000 tonnes for treating unsorted waste is identified for the same local authority areas. This excludes waste transfer stations and Council recycling centres. Future capacity of 200,000 tonnes is anticipated for a Materials Recycling Facility at Avondale currently being constructed which would be part of the second category.

Preferred Option

5.64

The preferred option is to **continue the existing policy on the location of waste management facilities**, and to continue to safeguard land for a potential extension to Avondale landfill site.

Alternatives

- 5.65 The alternative would be to identify other specific sites for waste management.

Minerals

- 5.66 The Falkirk area contains several minerals of economic importance including coal, coalbed methane, aggregates (sand, gravel and hard rock) and fireclay. Information on reserves and current output is limited.
- 5.67 There are no active opencast coal sites in the area, although proximity to Longannet means that reserves in Falkirk could be of significance to the potential supply of indigenous coal to this strategically important power station. The current development plan identifies a broad area of search for opencast coal in the Slamannan Plateau, and omits areas around Banknock and Larbert/Airth on landscape grounds. This area of search was reviewed and endorsed in 2009, and no further change is proposed as part of the LDP.
- 5.68 Long-standing hard rock quarries are located in the west and north of the area, and the current development plan restricts any further sites or extensions on the basis that these locations provide an adequate aggregates landbank for the local market area. The Scottish Aggregates Survey (2005) indicated that 89% of production in the East Central Scotland area for crushed rock and 36% of sand and gravel was retained in the area with the main flow outwith the area to the Glasgow and Clyde Valley area. A significant percentage of sand and gravel was also imported into the area. The latest Minerals Extraction in Great Britain Business Monitor 2009 (Office of National Statistics) indicates that 2.326 million tonnes of crushed rock was produced in East Central Scotland in 2009 and 479,000 tonnes of sand and gravel. Sand and gravel will continue to be imported into the Falkirk Council area as the only sand and gravel quarry in the area is due to cease operation by 2014. It is anticipated that the existing policy approach will be carried through into the LDP. Further extensions or

new quarries, in particular, for sand and gravel, would require to be fully justified in relation to the local market area.

- 5.69 A number of consents for coalbed methane exploration and production have been granted in the northern rural area. The exploitation of this resource has been consistent with existing mineral policies.

Preferred Option

5.70

The preferred option **to continue the existing mineral policies** in the current Structure and Local Plan.

Alternatives

- 5.71 The alternative would be to take a more liberal approach to opencast coal and hard rock extraction, by widening the opencast coal broad area of search, or lifting the moratorium on new hard rock aggregate extraction sites.

6. The Preferred Spatial Strategy

- 6.1 The spatial strategy refers to how the area is intended to grow and develop over the plan period: the scale and location of housing and business development; the location, function and future development of town centres; the extent of the green belt; and the strategic network of greenspace which will complement new development. These have emerged as a result of the consideration of the main issues dealt with in the previous chapters. By way of an executive summary of the proposed approach, the most important components of the preferred spatial strategy are highlighted below.

Housing

- 6.2 The Council's preferred option is to promote a strategy of medium growth aimed at delivering 725 new houses per annum over the period of the LDP.
- 6.3 In the 2014-2024 period, growth will be achieved through existing regeneration initiatives and commitments, augmented by modest settlement expansions across all settlement areas apart from Grangemouth and Larbert/Stenhousemuir, as indicated in Figure 6.1. Within Grangemouth and Larbert/Stenhousemuir, a strategy of consolidation will be pursued.
- 6.4 In the 2024-34 period, significant further settlement growth will be required, the potential for which is also indicated in Figure 6.1.
- 6.5 **Figure 6.1 Proposed housing allocations 2014-24 and growth potential 2024-2034 by settlement area**

	2014-2024			2024-2034
Settlement Area	Regeneration/ Commitments	Modest Settlement Expansion	Total	Growth Potential
Bo'ness	685	280	965	High
Bonnybridge & Banknock	1,270	280	1,550	Medium
Denny	815	350	1,165	High
Falkirk	984	400	1,384	Medium
Grangemouth	76	0	76	Low
Larbert & Stenhousemuir	761	0	761	High
Polmont Area	791	460	1,251	High
Rural North	260	30	290	Low
Rural South	1,680	240	1,920	Medium
Total Allocations	7,322	2,040	9,362	
Target Completions			7250	7250
Flexibility			29%	

Employment

- 6.6 The Council's preferred option is to promote economic growth through the existing portfolio of strategic and local economic development sites, with the exception of the Kinneil Kerse and Wood Street sites which will be deleted, with a focus on the three strategic growth zones of the Falkirk-Grangemouth Investment Zone, the Larbert Gateway and the Eastern Gateway.

6.7 **Figure 6.2 Strategic Employment Growth Zones and associated sites**

Strategic Employment Growth Zone	Key Sites
Falkirk-Grangemouth Investment Zone	Falkirk Town Centre Sites Grangemouth Freight Hub (Grangemouth Docks) Petrochemical/Chemical Sites Falkirk Gateway Falkirk Stadium Abbotsford Business Park, Falkirk Earlsgate Business Park 1 & 2, Grangemouth Caledon Business Park Wholeflats Business Park, Grangemouth Glensburgh, Grangemouth South Bridge Street, Grangemouth
Larbert Gateway	Glenbervie Site, Larbert Glenbervie Business Park, Larbert Central Business Park, Larbert Hill of Kinnaird, Stenhousemuir FVRH Site, Larbert
Eastern Gateway	Gilston, Polmont Whitecross Drum Farm South, Bo'ness Beancross (Klondyke), Polmont

Town Centres

- 6.8 The Council's preferred option is to maintain and enhance the existing network of centres, augmented by the proposed commercial centre at the Falkirk Gateway, and new local centres at Banknock and Whitecross, as indicated in Figure 6.3.

6.9 Figure 6.3 Network of centres

Type	Centres	Key Priorities
Sub Regional Centre	Falkirk	Improvement through diversification of use and activities, high quality design and place-making, improved movement and access and key development opportunities
District Centre	Bo'ness Denny Grangemouth Stenhousemuir	Regeneration of Denny and Grangemouth Town Centres, with improved food shopping in Bo'ness and Denny
Local Centre	Bainsford/Newcarron Banknock/Haggs Bonnybridge Brightons Camelon Charlotte Dundas Grahamston Larbert Laurieston Polmont Redding Slamannan Whitecross	Improved food shopping in Bonnybridge. New local centres in Banknock and Whitecross to serve community growth areas.
Commercial Centre	Falkirk Gateway	Implement new commercial centre, maintaining household goods function

Green Belt

- 6.10 The Council's preferred option is to maintain four existing strategic green belt areas to manage settlement growth, particularly to prevent the coalescence of settlements, to protect the landscape setting of settlements, and to complement the green network by protecting areas with potential for outdoor access and recreation.

Figure 6.4 Proposed green belt changes

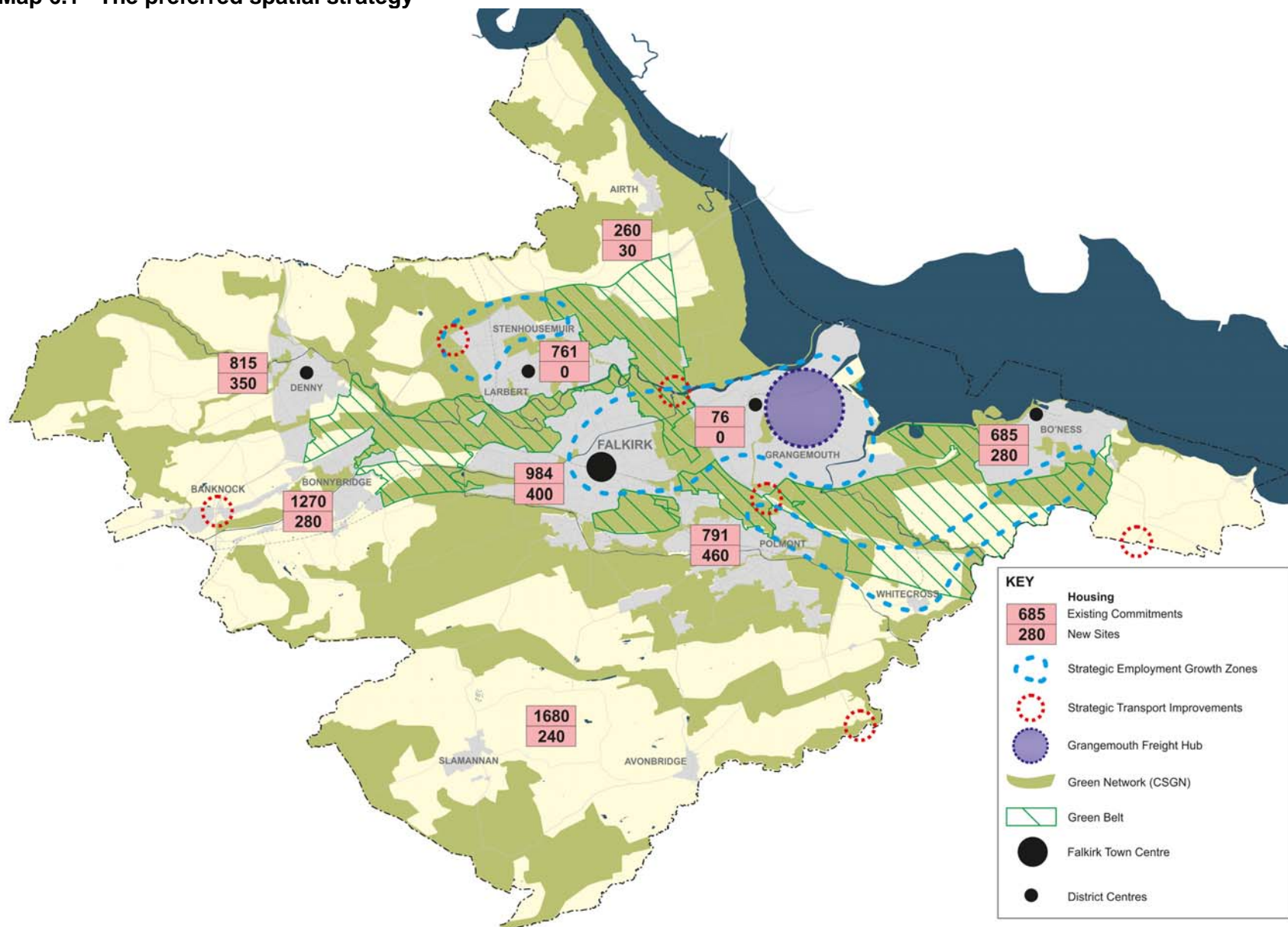
Green Belt Area	Proposed Changes
Northern Green Belt	Location: East of Stenhousemuir Changes: <ul style="list-style-type: none"> Green belt removed to east of A904
Western Green Belt	Location: Denny/Bonnybridge – Falkirk/Larbert Changes: <ul style="list-style-type: none"> None
Central Green Belt	Location: River Carron – M9 Junction 4 Changes: <ul style="list-style-type: none"> Green belt removed at Bog Road, Laurieston
Eastern Green Belt	Location: M9 Junction 4 – Bo'ness Changes: <ul style="list-style-type: none"> Green belt removed at Kinglass Farm

The Green Network

6.11 The Council's preferred option for the expression of the CSGN within the area is to define a multi-functional network of green corridors which wrap around the main settlements, penetrate into them, and extend out into the rural areas to connect with adjacent local authority areas. The following would be the constituent parts of the network, for each of which overall objectives and specific projects will be defined within the LDP:

- Forth Estuary
- Carse
- Upper Carron
- Lower Carron
- Falkirk-Grangemouth Corridor
- South Falkirk
- South Bo'ness
- Mid Braes
- Upper Braes
- North Larbert
- Bonny Water
- Canals

Map 6.1 The preferred spatial strategy



APPENDIX 1

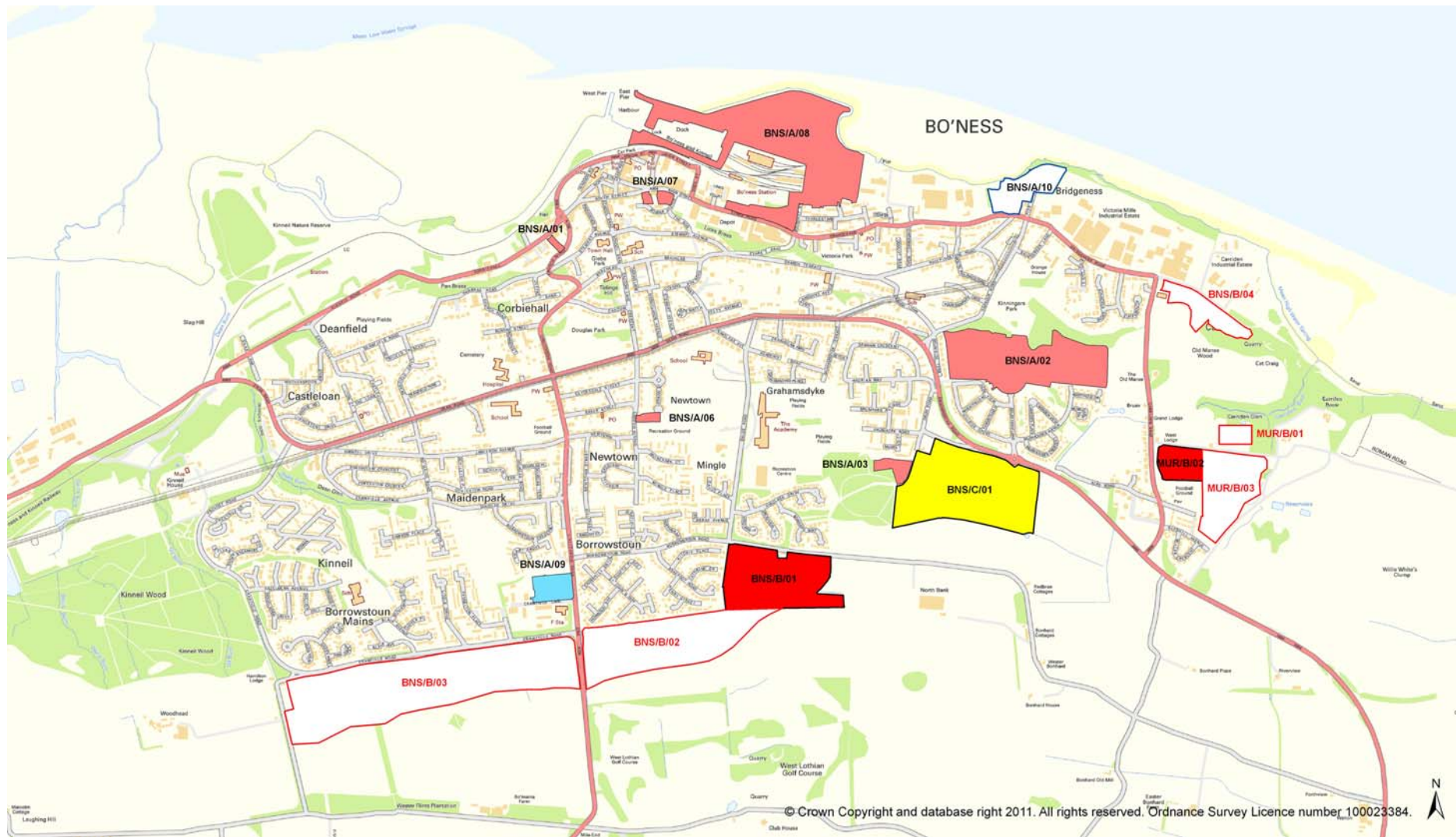
SITE SCHEDULES AND MAPS

Appendix 1

Site Schedules and Maps

Bo'ness & Muirhouses				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
BNS/A/01	Corbiehall	0.2	16	Committed Site Carried Forward
BNS/A/02	Drum Farm North	11.2	183	Committed Site Carried Forward
BNS/A/03	Kinglass Farm	0.7	15	Committed Site Carried Forward
BNS/A/04	South Street	0.2	11	Committed Site Carried Forward
BNS/A/06	Cadzow Avenue	0.3	27	Committed Site Carried Forward
BNS/A/07	Main Street	0.3	10	Committed Site Carried Forward
BNS/A/08	Bo'ness Foreshore	17.5	750	Committed Site Carried Forward
BNS/B/01	Bo'mains 1 (Kinglass Farm)	1.8	150	Preferred New Site
MUR/B/02	East Muirhouses 1	1.6	30	Preferred New Site
BNS/B/02	Bo'mains 2	9.5	200	Non Preferred Site
BNS/B/03	Bo'mains 3	22.8	450	Non Preferred Site
BNS/B/04	Carriden	1.6	30	Non Preferred Site
MUR/B/01	Carriden Walled Garden	0.9	10	Non Preferred Site
MUR/B/03	East Muirhouses 2	4.3	90	Non Preferred Site
Mixed Use (Residential/Economic Development)				
BNS/C/01	Drum Farm South	13.0	100	Committed Site Carried Forward with Amended Use
Economic Development				
BNS/A/09	Bo'mains Industrial Estate	1.8	n/a	Committed Site Carried Forward
BNS/A/10	Bridgeness Road 2	2.5	n/a	Committed Site Proposed for De-allocation. Note 1

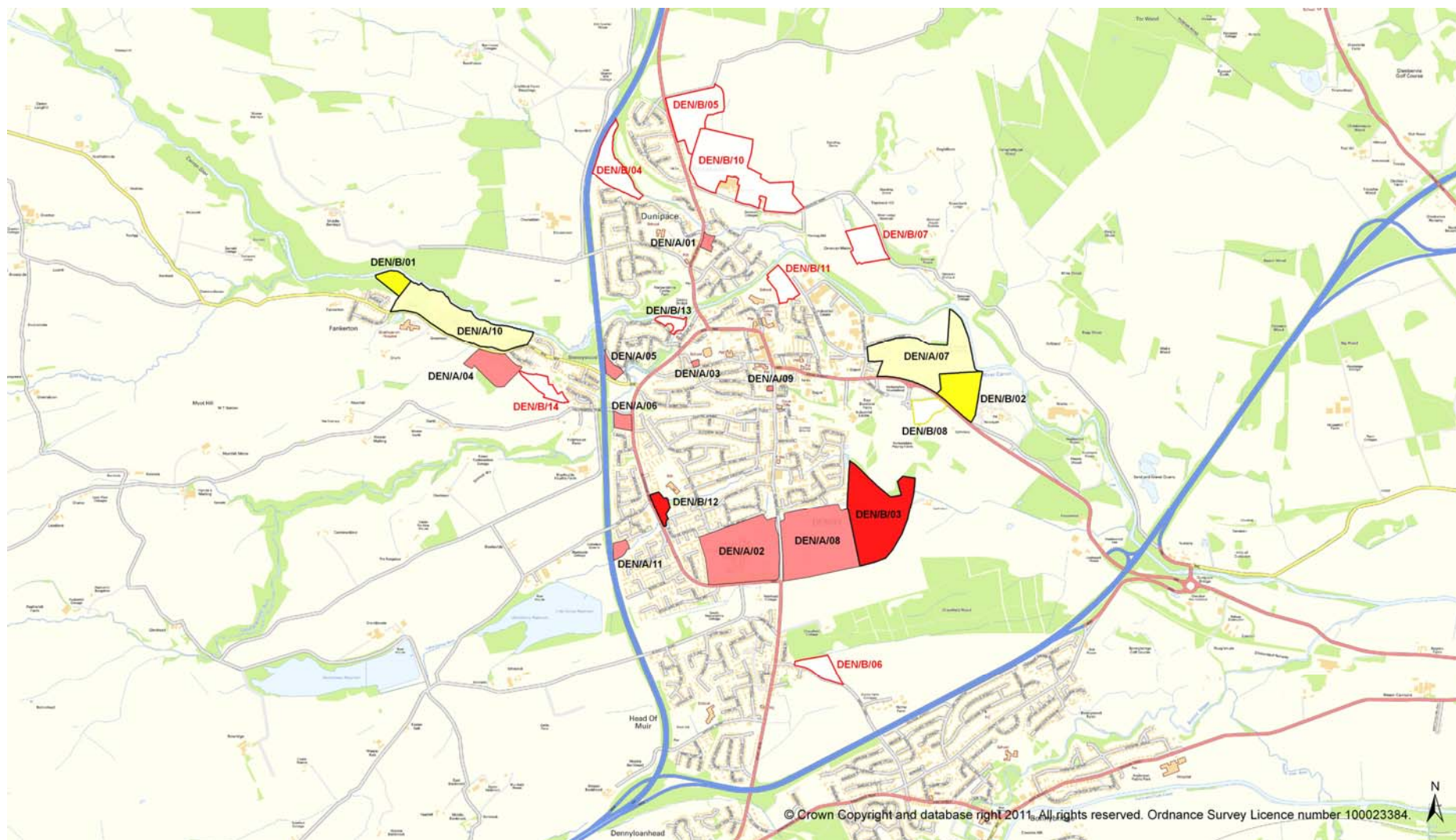
Note 1. Site will be maintained within business/industrial area for retention but will not be identified as a discrete opportunity



Bonnybridge & Banknock				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
B&B/A/01	Mayfield Drive, Longcroft	0.3	15	Committed Site Carried Forward
B&B/A/02	Foundry Loan, High Bonnybridge	1.0	40	Committed Site Carried Forward
B&B/A/03	Kilsyth Road 1, Haggs	1.4	25	Committed Site Carried Forward
B&B/A/04	Kilsyth Road 2, Haggs	1.6	25	Committed Site Carried Forward
B&B/A/05	Bankier Distillery, Banknock	3.5	200	Committed Site Carried Forward
B&B/A/06	Coneypark 1, Banknock	0.7	20	Committed Site Carried Forward
B&B/A/07	Cannerton Brickworks, Banknock	25.0	500	Committed Site Carried Forward
B&B/A/08	Longcroft/Dennyloanhead	29.0	500	Committed Site Carried Forward
B&B/A/09	Auchincloch Drive, Banknock	1.3	15	Committed Site Carried Forward
B&B/A/10	Broomhill Road, High Bonnybridge	0.8	30	Committed Site Carried Forward
B&B/A/11	Falkirk Road, Bonnybridge	0.3	35	Committed Site Carried Forward
GRE/A/01	Glenyards Farm, Greenhill	0.4	4	Committed Site Carried Forward
B&B/B/01	Coneypark Farm 1, Banknock	5.0	120	Preferred New Site
B&B/B/03	Garngrew Road, Haggs	3.2	20	Preferred New Site
B&B/B/04	Glasgow Road 1, Dennyloanhead	2.3	50	Preferred New Site
B&B/B/05	Glasgow Road, 2, Longcroft	2.5	60	Preferred New Site
GRE/B/01	Greenhill Road, Greenhill	2.0	30	Preferred New Site
B&B/B/02	Coneypark Farm 2, Banknock	2.6	60	Non Preferred Site
B&B/B/06	Kilsyth Road 4, Haggs	27.0	670	Non Preferred Site
B&B/B/07	Milnquarter Farm, High Bonnybridge	4.3	50	Non Preferred Site. See Note 1
B&B/B/08	Dykehead Farm, High Bonnybridge	12.4	310	Non Preferred Site
B&B/B/09	Bonnybridge Golf Course, Bonnybridge	23.0	570	Non Preferred Site
B&B/B/10	Bonnybridge East	19.7	490	Non Preferred Site
B&B/B/11	Seabegs Road Depot, High Bonnybridge	1.2	30	Non Preferred Site. See Note 1
Mixed Use (Residential/Economic Development)				
B&B/A/12	Bridge Street, Bonnybridge	13.0	100	Committed Site Carried Forward
B&B/A/13	Bonnybridge Town Centre	1.3	Unknown	Committed Site Carried Forward
Economic Development				
B&B/A/14	Kilsyth Road 3, Haggs	1.8	n/a	Committed Site Carried Forward

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

Denny				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
DEN/A/01	Stirling Street East, Dunipace	0.5	23	Committed Site Carried Forward
DEN/A/02	Denny High School	12.9	200	Committed Site Carried Forward
DEN/A/03	Duke Street 2, Denny	0.1	12	Committed Site Carried Forward
DEN/A/04	Fintry Road, Stoneywood	3.5	89	Committed Site Carried Forward
DEN/A/05	Duke Street West, Denny	0.5	15	Committed Site Carried Forward
DEN/A/06	Nethermains Road/Castlerankine Road	0.8	25	Committed Site Carried Forward
DEN/A/08	Mydub 1, Denny	15.0	300	Committed Site Carried Forward
DEN/A/09	Glasgow Road, Denny	0.1	12	Committed Site Carried Forward
DEN/A/11	Lithgow Place, Denny	0.9	10	Committed Site Carried Forward
DEN/B/03	Mydub 2, Denny	11.6	250	Preferred New Site
DEN/B/12	Nethermains Road/Blaefauld Crescent	1.0	20	Preferred New Site
DEN/B/04	Northfield Road, Dunipace	3.8	65	Non Preferred Site
DEN/B/05	Rosebank, Dunipace	6.5	130	Non Preferred Site
DEN/B/06	Drove Loan, Head of Muir	2.0	25	Non Preferred Site
DEN/B/07	Denovan Mains Farm, by Dunipace	2.0	30	Non Preferred Site
DEN/B/10	Rosebank East, Dunipace	13.0	325	Non Preferred Site
DEN/B/11	Carronbank Crescent, Denny	1.8	40	Non Preferred Site
DEN/B/13	Castle Crescent, Denny	0.8	18	Non Preferred Site
DEN/B/14	Meadowbank, Denny	1.4	30	Non Preferred Site
Mixed Use (Residential/Economic Development)				
DEN/A/07	Broad Street, Denny	12.4	70	Committed Site Carried Forward
DEN/A/10	Carrongrove Mill, Stoneywood	15.4	173	Committed Site Carried Forward
DEN/B/01	Carrongrove Mill Extension, Stoneywood	1.2	30	Preferred New Site
DEN/B/02	Broad Street Extension, Denny	10.9	150	Preferred New Site
DEN/B/08	Broad Street South, Denny	1.7	Unknown	Non Preferred Site



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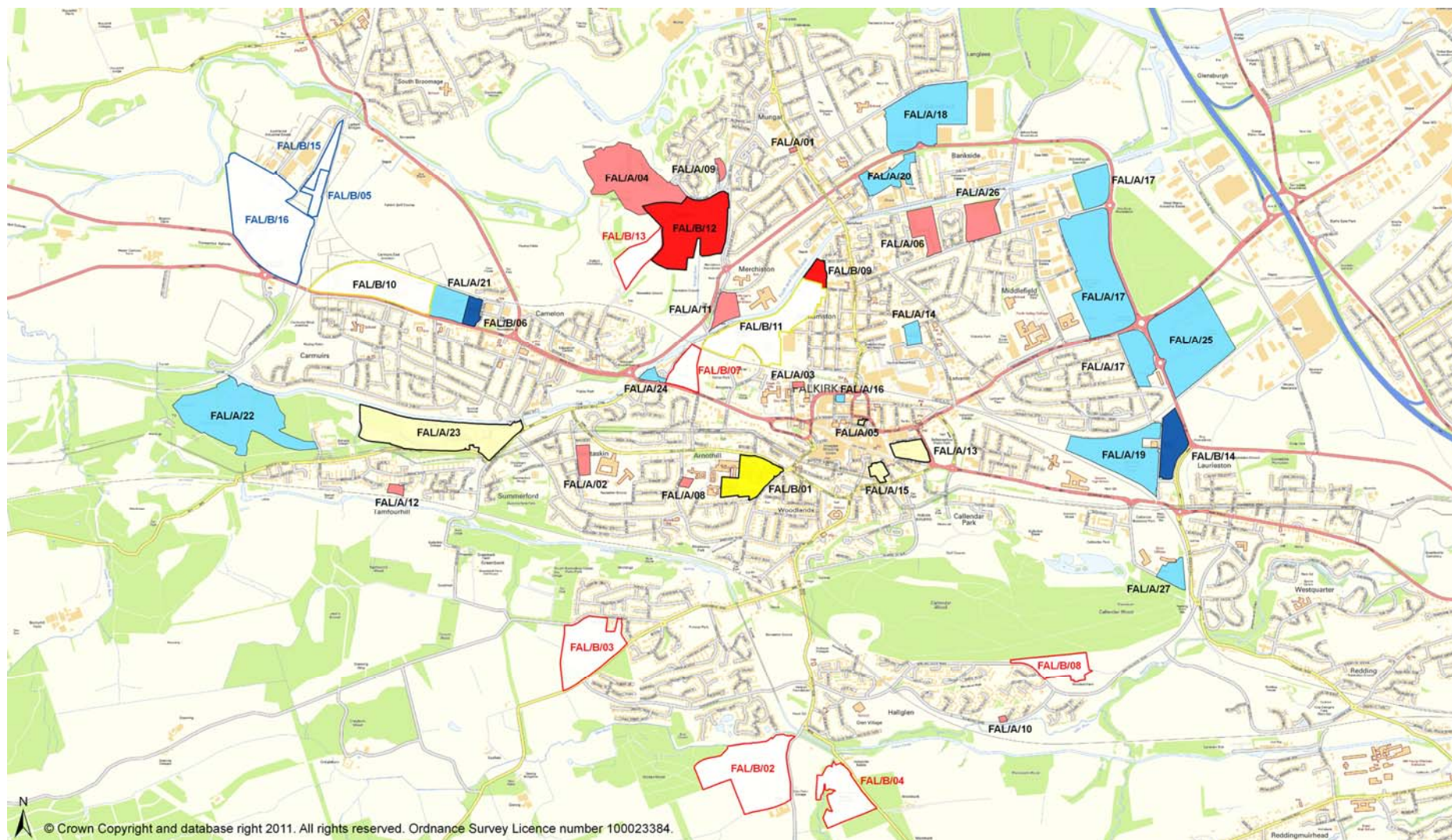
Falkirk				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
FAL/A/01	Carron Road, Falkirk	0.1	13	Committed Site Carried Forward
FAL/A/02	Blinkbonny Road, Falkirk	1.1	30	Committed Site Carried Forward
FAL/A/03	Wellside Place, Falkirk	0.2	12	Committed Site Carried Forward
FAL/A/04	Mungal/Cauldhame Farm 2	12.6	176	Committed Site Carried Forward
FAL/A/06	Etna Road 1	3.4	130	Committed Site Carried Forward
FAL/A/08	Maggie Woods's Loan	0.4	13	Committed Site Carried Forward
FAL/A/09	Mungal/Cauldhame Farm 1	0.9	14	Committed Site Carried Forward
FAL/A/10	Glenburn Road, Hallglen	0.1	11	Committed Site Carried Forward
FAL/A/11	Merchiston Road, Falkirk	2.1	100	Committed Site Carried Forward
FAL/A/12	Carrick Place, Tamfourhill	0.5	20	Committed Site Carried Forward
FAL/A/26	Etna Road 2	3.9	150	Committed Site Carried Forward
FAL/B/09	Gowan Avenue	1.4	100	Preferred New Site
FAL/B/12	Mungal/Cauldhame Farm 3	14.0	150	Preferred New Site
FAL/B/02	Glen Farm	16.5	300	Non Preferred Site
FAL/B/03	Standalane	10.0	250	Non Preferred Site
FAL/B/04	Glen Works	7.1	170	Non Preferred Site
FAL/B/07	Darroch House	3.3	Unknown	Non Preferred Site. See Note 1
FAL/B/08	Woodend Farm, Hallglen	4.5	100	Non Preferred Site
FAL/B/13	Mungal/Cauldhame Farm 4	3.9	80	Non Preferred Site
Mixed Use (Residential/Economic Development)				
FAL/B/01	Westburn Avenue (former F&DRI Site)	5.4	150	Preferred New Site
FAL/A/05	Bank Street	0.1	27	Committed Site Carried Forward
FAL/A/13	Callendar Road, Falkirk	2.4	50	Committed Site Carried Forward
FAL/A/15	Williamson Street	0.9	54	Committed Site Carried Forward
FAL/A/23	Tamfourhill	15.8	500	Committed Site Carried Forward
FAL/B/10	Glasgow Road 3	12.0	Unknown	Non Preferred Site. See Note 2
FAL/B/11	Marshall's Works	12.8	Unknown	Non Preferred Site. See Note 3

Falkirk (continued)				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Economic Development				
FAL/A/14	Firs Park	1.1	n/a	Committed Site Carried Forward
FAL/A/16	Melville Street	0.2	n/a	Committed Site Carried Forward
FAL/A/17	Falkirk Gateway	27.4	n/a	Committed Site Carried Forward
FAL/A/18	Abbotsford Business Park (Alcan Site)	15.5	n/a	Committed Site Carried Forward
FAL/A/19	Caledon Business Park	11.1	n/a	Committed Site Carried Forward
FAL/A/20	Mungallend	3.2	n/a	Committed Site Carried Forward
FAL/A/21	Glasgow Road 2 (Wrangler Site)	3.6	n/a	Committed Site Carried Forward
FAL/A/22	Falkirk Wheel	17.7	n/a	Committed Site Carried Forward
FAL/A/24	Rosebank Distillery	0.7	n/a	Committed Site Carried Forward
FAL/A/25	Falkirk Stadium	18.6	n/a	Committed Site Carried Forward
FAL/A/27	Callendar Business Park	0.9	n/a	Committed Site Carried Forward
FAL/B/06	Glasgow Road 1, Falkirk	1.6	n/a	Preferred New Site
FAL/B/14	Caledon Business Park Extension	4.4	n/a	Preferred New Site
FAL/B/05	Lochlands Industrial Estate 1	1.7	n/a	Non Preferred Site
FAL/B/15	Lochlands Industrial Estate 2	1.4	n/a	Non Preferred Site
FAL/B/16	Lochlands Industrial Estate 3	23.5	n/a	Non Preferred Site

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

Note 2. Site will be maintained within business/industrial area for retention.

Note 3. Site will be within business/industrial area suitable for redevelopment for other uses. Site not proposed for allocation but proposals for alternative uses may be acceptable subject to assessment against detailed policies.



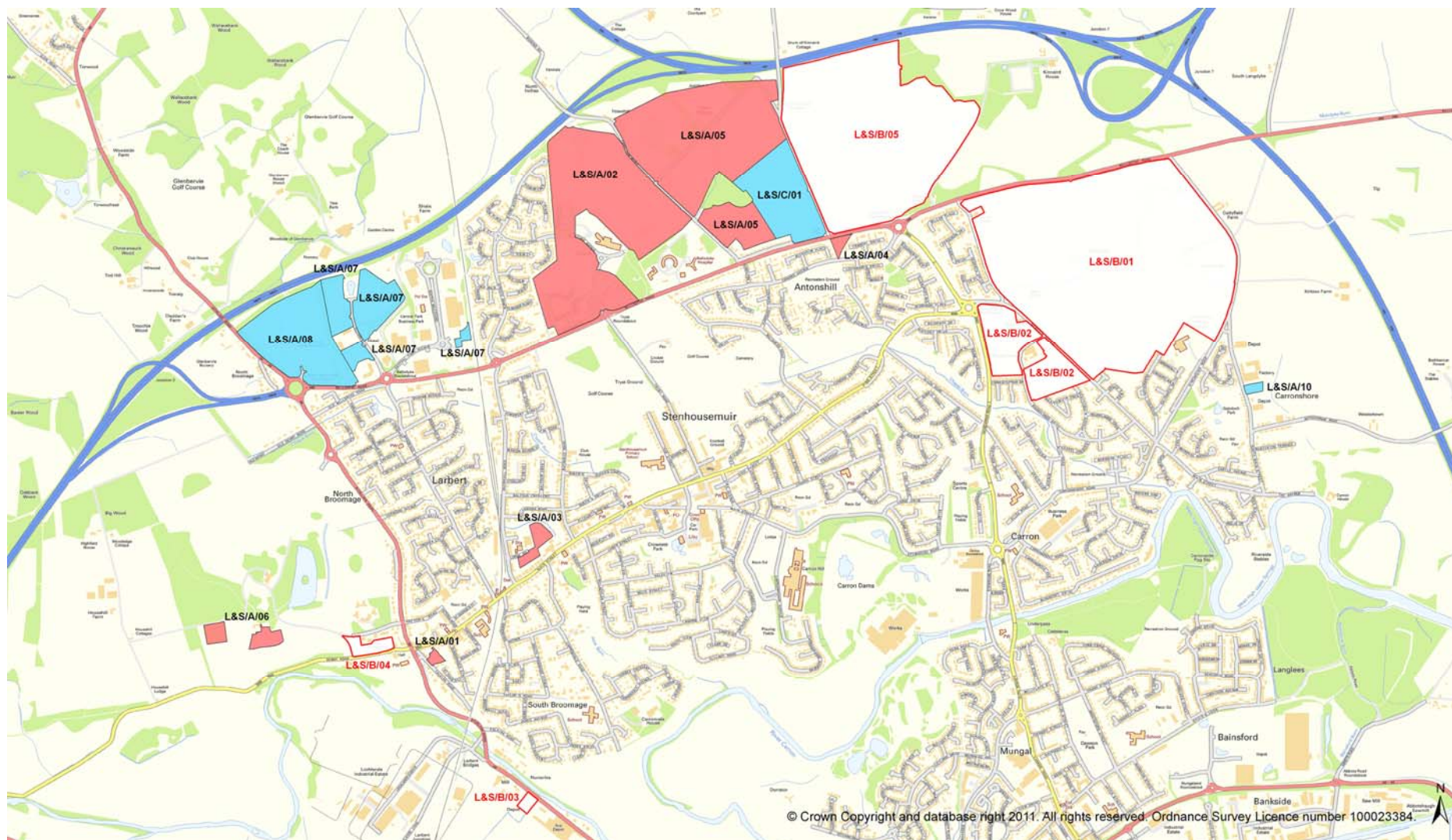
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Grangemouth				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
GRA/A/01	Tinto Drive	1.9	50	Committed Site Carried Forward
GRA/A/02	Wood Street 2	1.0	30	Committed Site Carried Forward
GRA/A/03	Oxgang Road	1.0	20	Committed Site Carried Forward
GRA/A/13	Chisholm Place	0.3	12	Committed Site Carried Forward
Economic Development				
GRA/A/05	Grangemouth Docks – Zone 2	3.2	n/a	Committed Site Carried Forward
GRA/A/06	Grangemouth Docks – Zone 3	8.9	n/a	Committed Site Carried Forward
GRA/A/07	Grangemouth Docks – Zone 4	25.1	n/a	Committed Site Carried Forward
GRA/A/08	South Bridge Street	2.9	n/a	Committed Site Carried Forward
GRA/A/09	Glensburgh Road	4.5	n/a	Committed Site Carried Forward
GRA/A/10	Earls Gate Park	14.1	n/a	Committed Site Carried Forward
GRA/A/11	Earls Gate Park 2	14.0	n/a	Committed Site Carried Forward
GRA/A/04	Kinneil Kerse	64.0	n/a	Committed Site Proposed for De-allocation
GRA/B/02	Mid Newlands	12.3	n/a	Non Preferred Site
GRA/B/03	Inchyra Hotel	13.0	n/a	Non Preferred Site
GRA/C/01	Wood Street 3	7.0	n/a	Committed Site Proposed for De-allocation. See Note 1

Note 1. Site will be within business/industrial area suitable for redevelopment for other uses. Site not proposed for allocation but proposals for alternative uses may be acceptable subject to assessment against detailed policies.



Larbert & Stenhousemuir				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
L&S/A/01	Falkirk Road, Larbert	0.2	24	Committed Site Carried Forward
L&S/A/02	Former Bellsdyke Hospital, Larbert	36.1	850	Committed Site Carried Forward
L&S/A/03	Lorne Road Depot, Larbert	1.1	72	Committed Site Carried Forward
L&S/A/04	Bellsdyke Road, Larbert	0.5	27	Committed Site Carried Forward
L&S/A/05	Hill of Kinnaird 1	42.8	700	Committed Site Carried Forward
L&S/A/06	Larbert House/Stables, RSNH, Larbert	1.8	40	Committed Site Carried Forward
L&S/B/02	Roughlands Farm, Stenhousemuir	10.0	200	Non Preferred Site
L&S/B/01	Bensfield Farm, Stenhousemuir	77.8	1500	Non Preferred Site
L&S/B/03	Stirling Road, Larbert	0.4	10	Non Preferred Site
L&S/B/04	Pretoria Road/Denny Road, Larbert	1.2	15	Non Preferred Site
L&S/B/05	Hill of Kinnaird 3	48.6	1000	Non Preferred Site
Economic Development				
L&S/A/07	Central Business Park	10.5	n/a	Committed Site Carried Forward
L&S/A/08	Glenbervie	13.4	n/a	Committed Site Carried Forward
L&S/A/10	North Main Street, Carronshore	0.3	n/a	Committed Site Carried Forward
L&S/C/01	Hill of Kinnaird 2	10.0	n/a	Committed Site Carried Forward

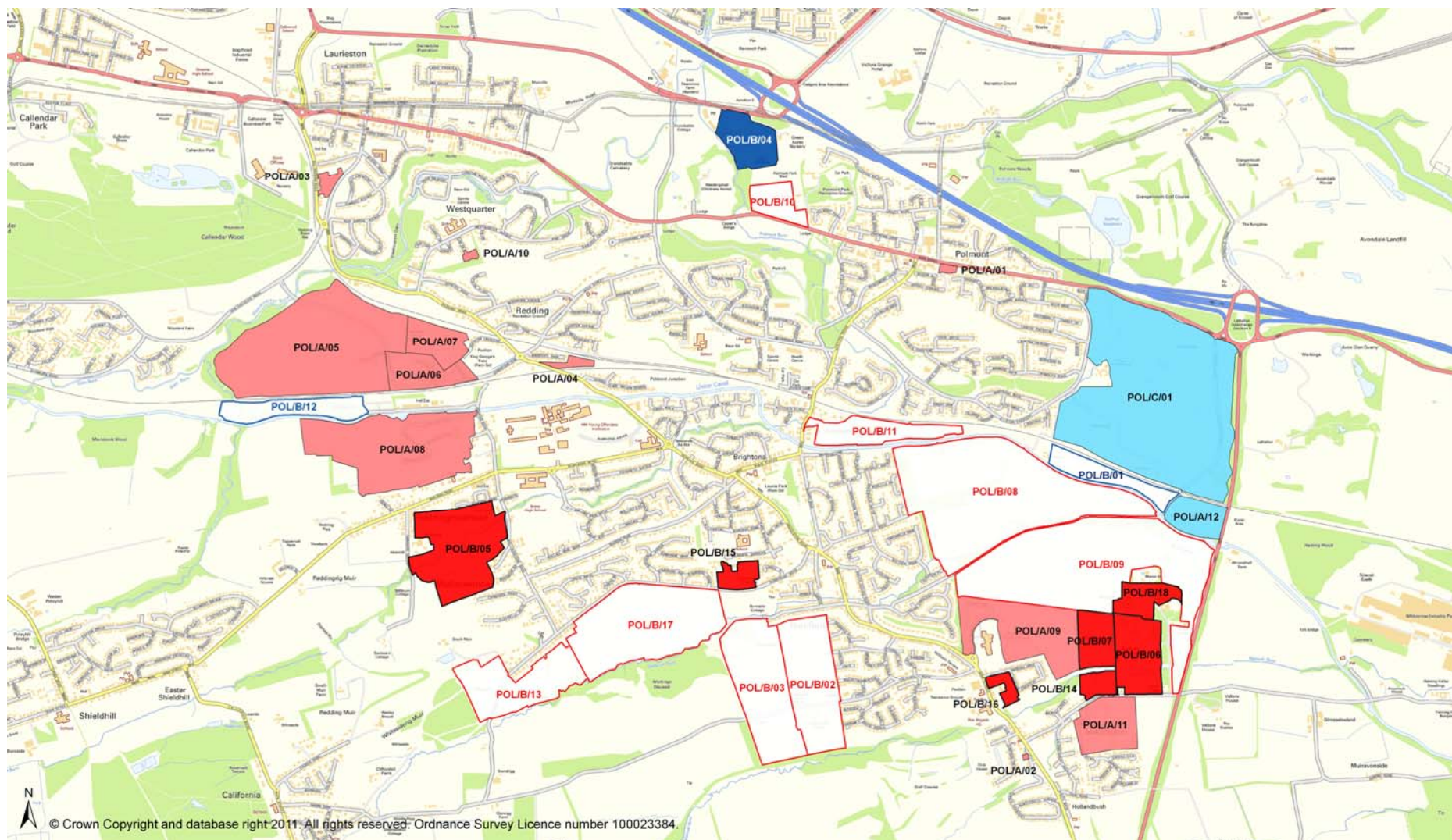


Polmont Area				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
POL/A/01	Main Street, Maddiston	0.1	10	Committed Site Carried Forward
POL/A/02	Main Street, Polmont	0.3	15	Committed Site Carried Forward
POL/A/03	Old Redding Road, Laurieston	0.9	58	Committed Site Carried Forward
POL/A/04	Redding Road, Redding	0.8	14	Committed Site Carried Forward
POL/A/05	Overton 2, Redding	5.3	236	Committed Site Carried Forward
POL/A/06	Overton 1, Redding	33.0	400	Committed Site Carried Forward
POL/A/07	Redding House, Redding	3.6	40	Committed Site Carried Forward
POL/A/08	Redding Park, Reddingmuirhead	21.9	370	Committed Site Carried Forward
POL/A/09	Parkhall Farm, Maddiston	15.7	239	Committed Site Carried Forward
POL/A/10	Elm Drive, Westquarter	0.3	12	Committed Site Carried Forward
POL/A/11	Toravon 2, Maddiston	6.5	120	Committed Site Carried Forward
POL/B/05	Middlerigg, Reddingmuirhead	14.7	200	Preferred New Site
POL/B/06	Parkhall Farm East 1, Maddiston	7.2	100	Preferred New Site
POL/B/07	Parkhall Farm East 2, Maddiston	4.3	40	Preferred New Site
POL/B/14	Parkhall Farm East 3, Maddiston	1.8	20	Preferred New Site
POL/B/15	Sunnyside Road, Rumford	2.0	50	Preferred New Site
POL/B/16	Former Maddiston PS, Maddiston	1.4	30	Preferred New Site
POL/B/18	The Haining, Maddiston	3.2	20	Preferred New Site. See Note 1
POL/B/02	Greenwells Farm East, Maddiston	13.8	300	Non Preferred Site
POL/B/03	Greenwells Farm West, Maddiston	15.5	300	Non Preferred Site
POL/B/08	Parkhall Farm North 1, Rumford	38.0	800	Non Preferred Site
POL/B/09	Parkhall Farm North 2, Maddiston	40.0	700	Non Preferred Site
POL/B/10	Polmont Park, Polmont	1.7	45	Non Preferred Site
POL/B/11	Polmont Station, Polmont	6.2	120	Non Preferred Site
POL/B/13	Standrigg Road West, Wallacestone	12.2	200	Non Preferred Site
POL/B/17	Standrigg Road East, Wallacestone	21.0	400	Non Preferred Site

Polmont Area (continued)				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Economic Development				
POL/C/01	Gilston	37.0	n/a	Committed Site Carried Forward
POL/A/12	A801 Union Canal	3.5	n/a	Committed Site Carried Forward
POL/B/04	Beancross Road, Polmont	5.4	n/a	Preferred New Site. See Note 2
POL/B/01	Gilston South	1.8	n/a	Non Preferred Site
POL/B/12	Redding Park North, Reddingmuirhead	5.5	n/a	Non Preferred Site

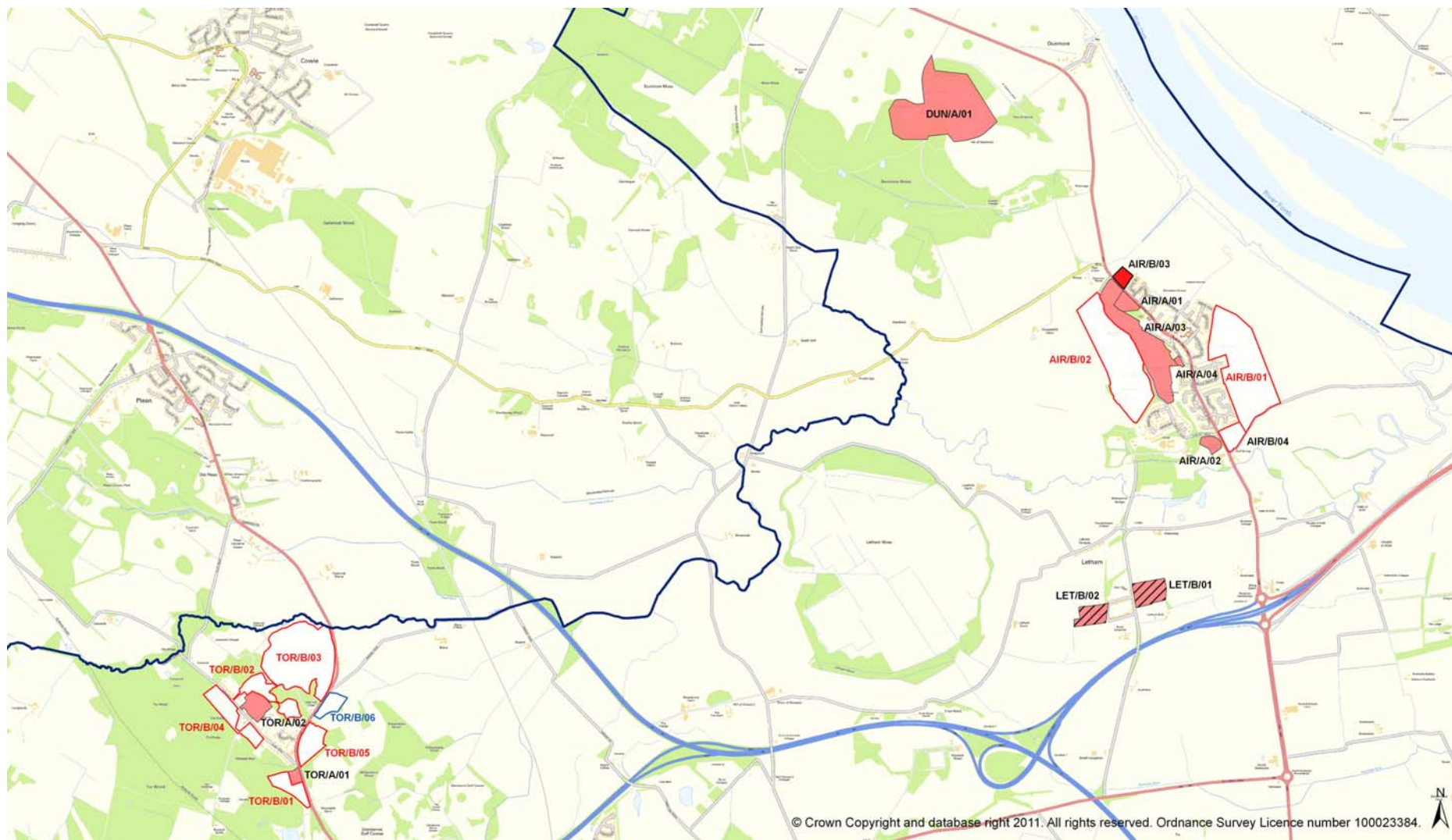
Note 1 Site proposed for retirement housing. Suitable access to the site from the south requires to be demonstrated.

Note 2. Site lies within Green Belt and Antonine Wall Buffer Zone. Expansion of existing Klondyke site is acceptable in principle but scale of development will require to be subject to assessment of landscape capacity and impact, and business need. Assessment in relation to Junction 5 of the M9 also required.



Rural North				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
AIR/A/01	Graham Terrace 1, Airth	1.3	30	Committed Site Carried Forward
AIR/A/02	Airth Castle South	0.8	15	Committed Site Carried Forward
AIR/A/03	Castle View, Airth	7.2	115	Committed Site Carried Forward
DUN/A/01	Dunmore Park, Dunmore	23.4	74	Committed Site Carried Forward
TOR/A/01	Torwood School, Torwood	0.7	15	Committed Site Carried Forward
TOR/A/02	McLaren Park, Torwood	2.5	10	Committed Site Carried Forward
LET/B/01	Letham	2.0	40	Subject to SPG to Determine FCLP Allocation. See Note 1
LET/B/02	Waterslap Farm, Letham	2.0	40	Subject to SPG to Determine FCLP Allocation. See Note 1
AIR/B/03	The Glebe, Airth	1.0	30	Preferred New Site
AIR/B/01	Eastfield 2, Airth	18.0	400	Non Preferred Site
AIR/B/02	Airth Mains Farm, Airth	12.5	300	Non Preferred Site
AIR/B/04	Eastfield 1, Airth	1.8	40	Non preferred Site
TOR/B/01	Woodside Farm, Torwood	2.6	50	Non Preferred Site
TOR/B/02	Castle Crescent North, Torwood	3.5	50	Non Preferred Site
TOR/B/03	Carbrook, Torwood	18.4	400	Non Preferred Site
TOR/B/04	Glen Road, Torwood	4.4	20	Non Preferred Site
TOR/B/05	East of A9, Torwood	3.3	50	Non Preferred Site
Economic Development				
TOR/B/06	Bogend Road, Torwood	1.8	n/a	Non Preferred Site

Note 1. FCLP has determined that an allocation for 40 units be made in Letham. SPG is being prepared to determine the appropriate location, with two sites under consideration. No further growth considered appropriate for Letham so rejected site will be a non-preferred site for the purposes of the MIR.

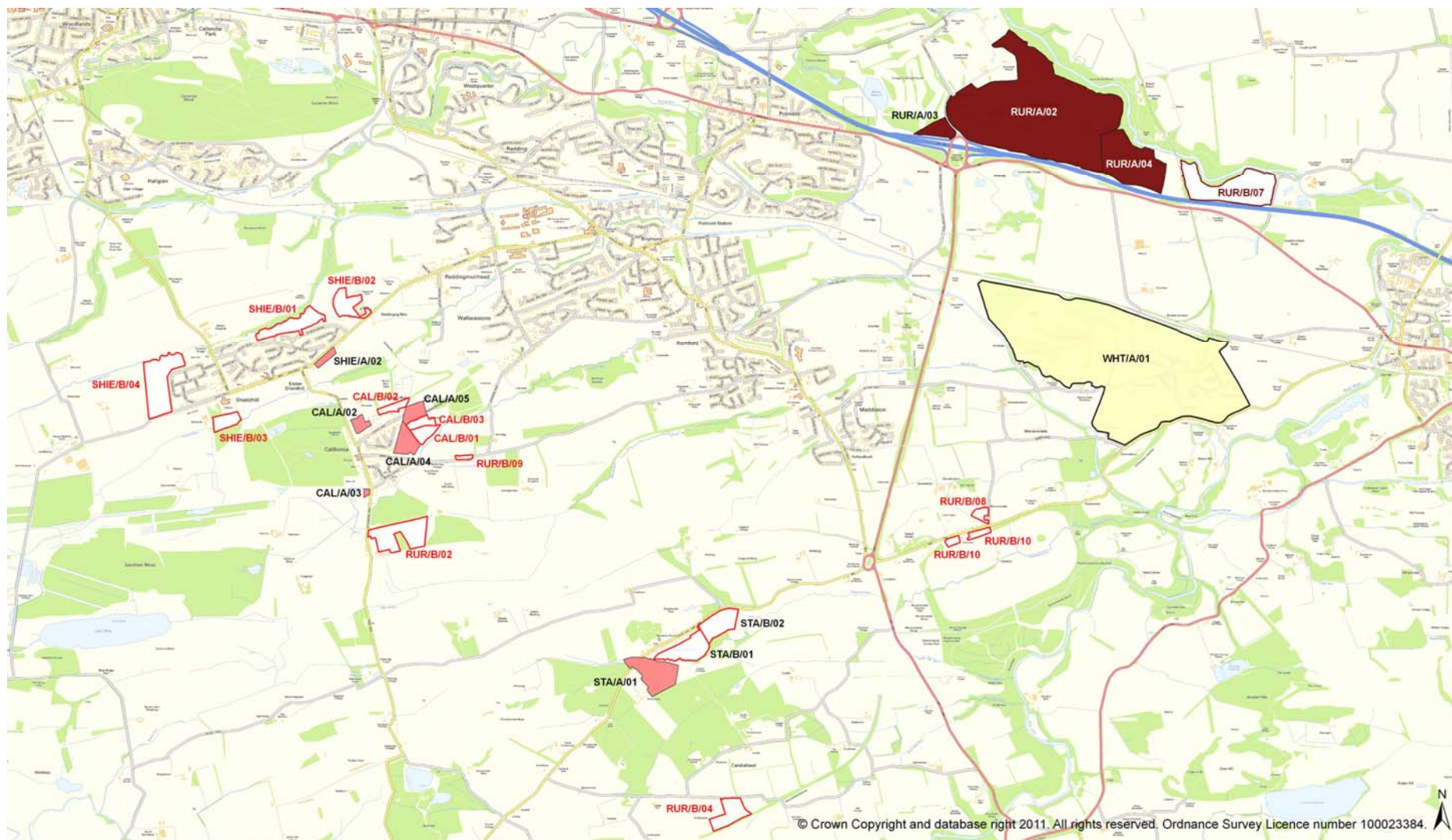


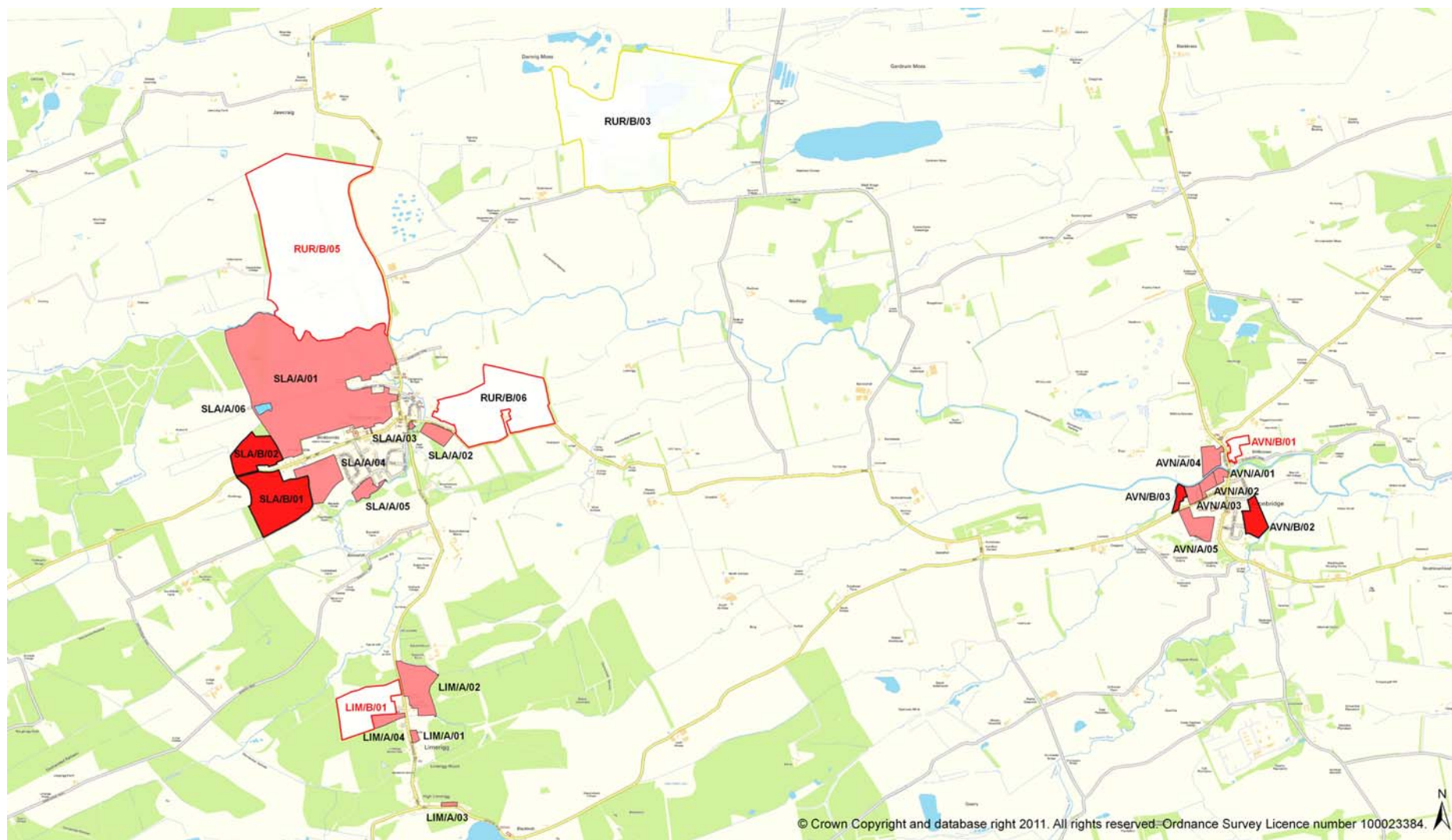
Rural South				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
Housing				
ALL/A/01	Thorndale Gardens, Allandale	0.2	10	Committed Site Carried Forward
AVN/A/01	Main Street, Avonbridge	0.7	10	Committed Site Carried Forward
AVN/A/02	Slamannan Road, Avonbridge	1.0	15	Committed Site Carried Forward
AVN/A/03	Paixwell Farm, Avonbridge	1.1	14	Committed Site Carried Forward
AVN/A/04	Bridgehill, Avonbridge	2.1	30	Committed Site Carried Forward
AVN/A/05	Slamannan Road 2, Avonbridge	2.8	60	Committed Site Carried Forward
CAL/A/02	Cockmalane, California	1.2	29	Committed Site Carried Forward
CAL/A/03	Blackbraes Road, California	0.2	3	Committed Site Carried Forward
CAL/A/04	Church Road 2, California	3.0	50	Committed Site Carried Forward
CAL/A/05	Church Road 3, California	1.9	12	Committed Site Carried Forward
LIM/A/01	Slamannan Road 1, Limerigg	0.4	14	Committed Site Carried Forward
LIM/A/02	Slamannan Road 2, Limerigg	6.3	65	Committed Site Carried Forward
LIM/A/03	Lochside Garage, Limerigg	0.2	5	Committed Site Carried Forward
LIM/A/04	Slamannan Road 3, Limerigg	1.3	50	Committed Site Carried Forward
SHIE/A/02	Reddingmuirhead Road, Shieldhill	0.8	10	Committed Site Carried Forward
SLA/A/01	Hillend Farm, Slamannan	67.6	550	Committed Site Carried Forward
SLA/A/02	Avonbridge Road, Slamannan	1.9	10	Committed Site Carried Forward
SLA/A/03	Station Road, Slamannan	0.2	18	Committed Site Carried Forward
SLA/A/04	Blinkbonnie Terrace, Slamannan	4.9	100	Committed Site Carried Forward
SLA/A/05	The Rumlie, Slamannan	1.6	30	Committed Site Carried Forward
STA/A/01	Standburn West	6.8	30	Committed Site Carried Forward
AVN/B/02	Bridgend Road, Avonbridge	2.6	30	Preferred New Site
AVN/B/03	Slamannan Road 3, Avonbridge	0.7	10	Preferred New Site
SLA/B/01	Southfield Farm, Slamannan	13.5	150	Preferred New Site
SLA/B/02	Hillend West, Slamannan	6.0	50	Preferred New Site
AVN/B/01	Stevenson's Yard, Avonbridge	1.5	25	Non Preferred Site. See Note 1
CAL/B/01	Cliftonhill Farm, California	1.7	30	Non Preferred Site
CAL/B/02	Redding Muir Farm, California	1.2	10	Non Preferred Site

Rural South (continued)				
Ref No.	Site	Site Size (ha)	Housing Capacity	MIR Status
CAL/B/03	Cliftonhill North, California	1.5	20	Non Preferred Site
LIM/B/01	Limerigg West	9.5	190	Non Preferred Site
RUR/B/01	Tippetcraig Farm, High Bonnybridge	3.8	4	Non Preferred Site
RUR/B/02	Blackbraes, California	3.5	70	Non Preferred Site. See Note 2
RUR/B/04	Candie Brickworks	3.7	3	Non Preferred Site
RUR/B/05	Wester Jaw, Slamannan	50.0	570	Non Preferred Site
RUR/B/08	Gillandersland, The Loan	1.0	20	Non Preferred Site
RUR/B/09	East Cottage, California	0.4	8	Non Preferred Site
RUR/B/10	The Loan	1.4	14	Non Preferred Site
SHIE/B/01	Belmont Avenue, Shieldhill	4.5	29	Non Preferred Site
SHIE/B/02	Hillcrest Farm, Shieldhill	5.9	4	Non Preferred Site
SHIE/B/03	Burnhead Farm, Shieldhill	2.0	50	Non Preferred Site
SHIE/B/04	Greenwells Farm, Shieldhill	8.3	160	Non Preferred Site
STA/B/01	Standburn South	5.0	100	Non Preferred Site
STA/B/02	Standburn East	4.3	80	Non Preferred Site
Mixed Use (Residential/Economic Development)				
WHT/A/01	Whitecross/Manuel Works	130.0	1500	Committed Site Carried Forward
ALL/B/01	Stein's Brickworks, Allandale	12.2	100	Non Preferred Site. See Note 1
RUR/B/03	Haroldstoun/Darnrigg Moss	71.0	500	Non Preferred Site
RUR/B/06	Hillhead Farm, Slamannan			Non Preferred Site
Economic Development				
SLA/A/06	Hillend Farm Steading, Slamannan	0.6	n/a	Committed Site Carried Forward
Infrastructure				
RUR/A/02	Avondale Landfill	72.0	n/a	Committed Site Carried Forward
RUR/A/03	Avondale MRF	2.0	n/a	Committed Site Carried Forward
RUR/A/04	Avonbank (Avondale Extension)	15.0	n/a	Safeguarding Carried Forward
RUR/B/07	Linlithgow Quarry	20.0	n/a	

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

Note 2. Submitted site not considered suitable, although opportunity for smaller scale development of up to 4 units in Blackbraes will be promoted.





APPENDIX 2

PROPOSED SUPPLEMENTARY GUIDANCE

Appendix 2

Proposed Supplementary Guidance

Supplementary planning guidance notes are currently prepared by the Council to provide more detailed guidance on certain areas of design and environmental policy, and developer contributions. These augment the development plan, but are not part of it. Hence, they are 'non-statutory', but nonetheless regarded as material considerations in determining planning applications.

The Planning etc (Scotland) Act sets out provisions for supplementary guidance to be part of the development plan and have statutory status. Such guidance has to have an explicit link to the LDP and its preparation must follow certain procedures.

The table below highlights those areas where statutory supplementary guidance to accompany the LDP will be prepared, as generally indicated in the Main Issues Report. This includes some existing guidance, which would be re-issued under statutory procedures, and new areas of guidance. The remaining existing guidance will remain as non-statutory.

Topic	Existing/ Proposed	Intended Future Status		Comments
		Non-Statutory	Statutory	
Housing Extensions and Alterations	Existing		√	Contains specific provisions for house extension/alterations which would benefit from enhanced status.
Shopfronts	Existing		√	Contains specific guidance on shopfront design which would benefit from enhanced status.
Design Statements	Existing	√		Contains best practice guidance on design statements. No need for enhanced status.
Housing Layout & Design	Existing		√	Guidance likely to be revised and updated to take account of 'Designing Streets'. Would benefit from enhanced status.
Biodiversity and Development	Existing		√	Contains guidance on procedures and checklists for integrating biodiversity into development. Enhanced status required.
You and Your Trees	Existing	√		Contains general advice to householders on tree care and consent regimes. No need for enhanced status.

Topic	Existing/ Proposed	Intended Future Status		Comments
		Non-Statutory	Statutory	
Trees and Development	Existing		√	Contains guidance on dealing with trees affected by development. Enhanced status required.
Flooding and Sustainable Urban Drainage Systems	Existing	√		Contains advice on procedures and submission requirements. No need for enhanced status.
Development of Land Affected by Contamination	Existing	√		Contains advice on procedures and legislative requirements. No need for enhanced status.
Education and New Housing Developments	Existing		√	Sets out developer contribution rates in relation to education and new development. Enhanced status required
Public Open Space, Falkirk Greenspace and New Development	Existing		√	Sets out open space requirements, including developer contributions. Enhanced status required.
Affordable Housing	Existing		√	Provides guidance on the implementation of affordable housing policy. Enhanced status required.
Antonine Wall	Under Preparation		√	Jointly prepared with other authorities. Future status would have to be discussed with other parties.
Travel Plans	Under Preparation	√		Contains guidance on requirements and best practice. No need for enhanced status.
Local Nature Conservation and Geodiversity Sites	Proposed		√	Requirement highlighted in MIR. Enhanced status required.
Landscape Character & Assessment	Proposed		√	Requirement highlighted in MIR. Enhanced status required.
Reducing Carbon Emissions in New Development	Proposed		√	Requirement highlighted in MIR. Enhanced status required.
Spatial Framework for Wind Energy Developments	Proposed		√	Requirement highlighted in MIR. Enhanced status required.
Development in the Countryside	Proposed		√	Required to provide more detailed guidance on infill development and steadings. Enhanced status required.