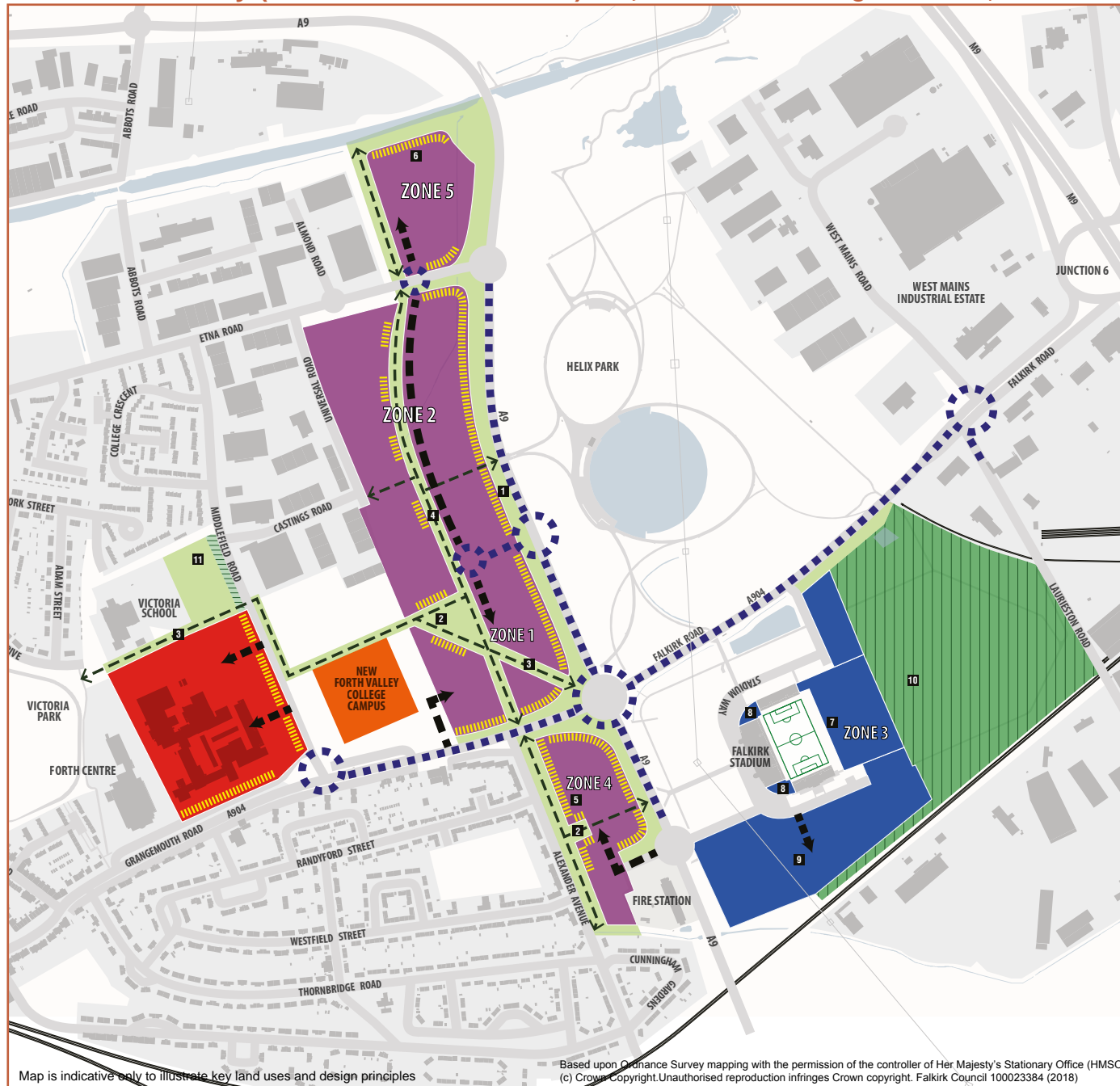


## Falkirk Gateway (Sites MU16/BUS05/H41) Major Areas of Change: Development Guidance



### Key

- Housing
- Mixed Use (Business/Housing/Leisure/Tourism)
- Business (Business/Leisure/Tourism)
- Green Network
- Open Space/Landscaping
- Existing Woodland Retained
- Existing greenspace with potential for outdoor leisure/ recreation compatible with green belt
- TIF Road Improvements (A9/A904)
- ➔ Vehicular Access
- ➔ Paths
- Key Frontages
- 1 Key Principle (see text opposite)

### Overview Map



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

### Falkirk North Strategic Growth Area

#### Vision

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

#### Land Use

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

#### Process

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

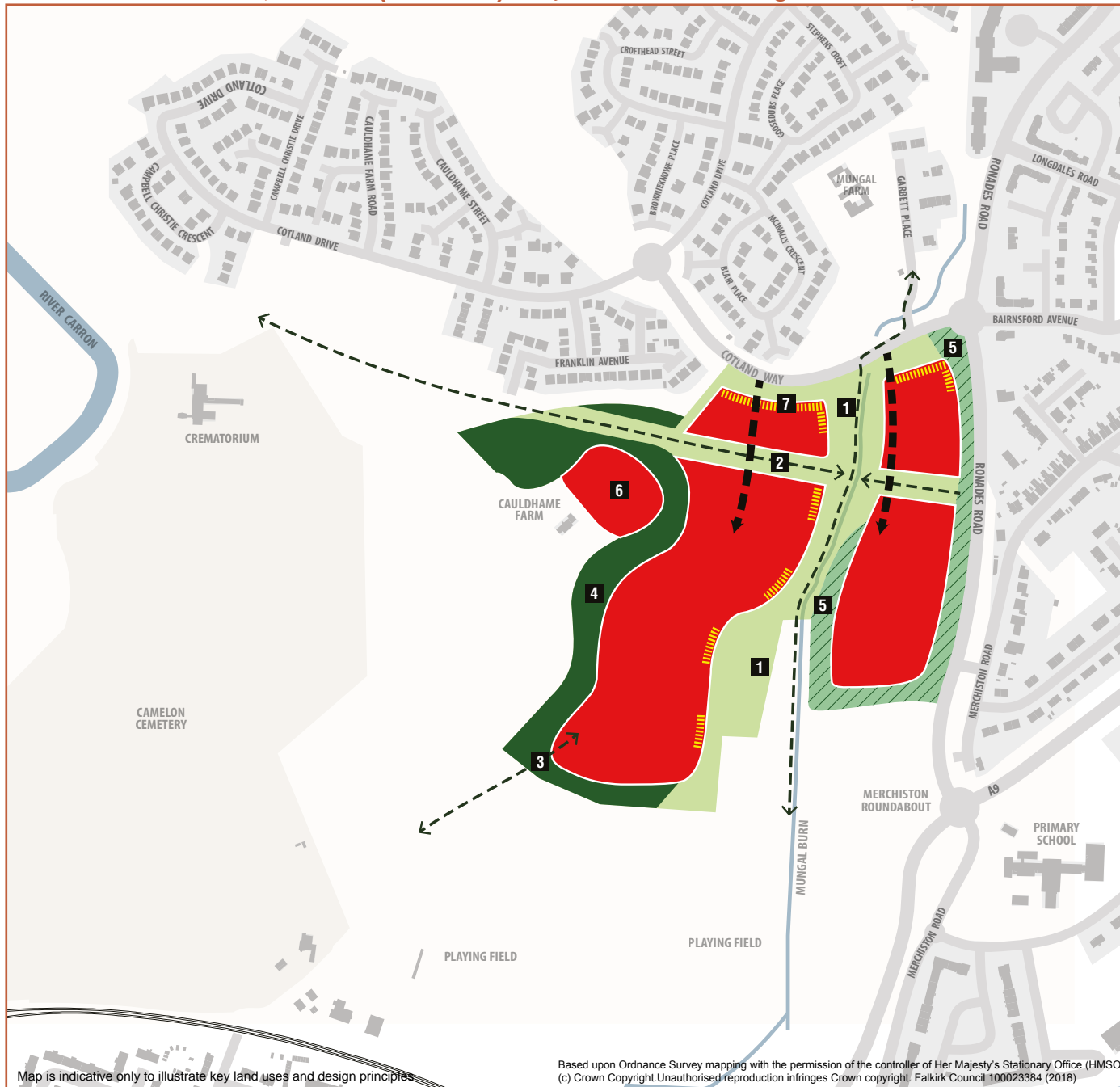
#### Key Principles

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

#### Other Requirements

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

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



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

Overview Map



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

### Falkirk Canal Corridor Strategic Growth Area

#### Vision

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

#### Land Use

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

#### Process

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

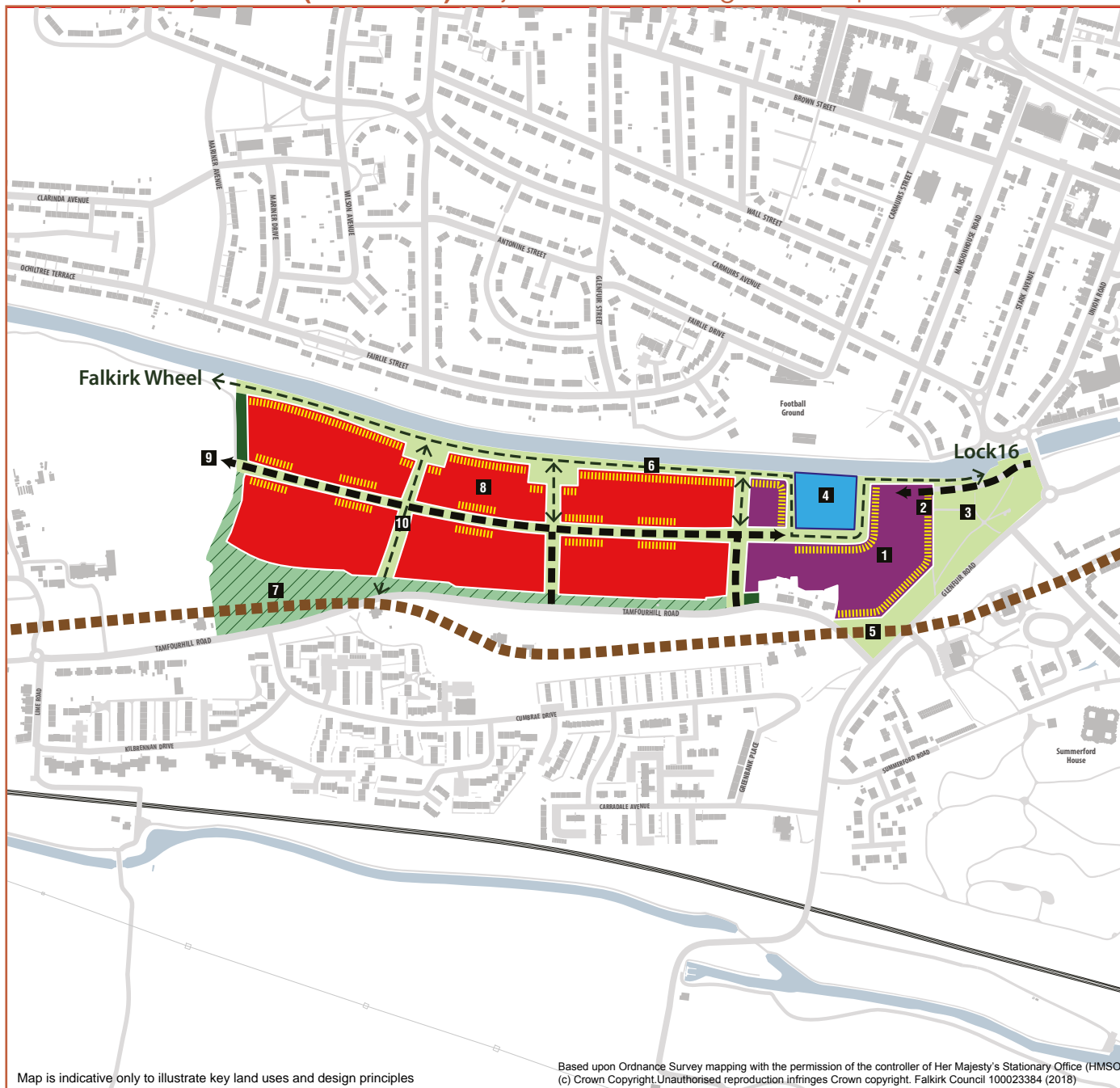
#### Key Principles

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

#### Other Requirements

- Contributions to education provision to be in accordance with relevant Supplementary Guidance.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed and mitigated as necessary.
- Transport Assessment required with contributions to mitigation of likely impacts on A803 corridor.
- Contamination issues to be addressed.

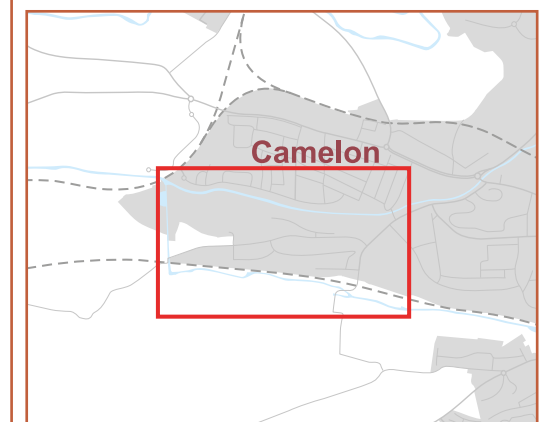
## Portdownie, Falkirk (Site MU11) Major Areas of Change: Development Guidance



### Key

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

### Overview Map





## Grangemouth - Settlement Statement

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

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

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

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

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

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

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

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

