

5. SETTLEMENT STATEMENTS



Bo'ness and Muirhouses - Settlement Statement

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

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

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

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

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

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

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



Bo'ness and Muirhouses - Proposals and Opportunities

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

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

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

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

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

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

Bo'ness South East Strategic Growth Area

Vision

The Drum is a major new residential neighbourhood on the south east side of Bo'ness, designed to facilitate sustainable growth of the community and provide a high quality eastern approach to the town. The first three phases were developed out in the 2000s in accordance with a masterplan which placed a strong emphasis on bespoke house design and innovative street design. The priority now is to complete the Drum with further phases of high quality housing of mixed type and tenure complemented by a neighbourhood centre with local services and facilities. A strong landscape framework and path connections will contribute to the South Bo'ness green network.

Land Use

- Housing (indicative capacity 400) to include 15% affordable housing at Drum South;
- Neighbourhood centre (retail, food and drink, business);
- Greenspace.

Process

Original overall outline masterplan approved by Council in 1999. New or revised masterplans are required for Drum Farm North and South to reflect changed circumstances and amended mix of uses.

Key Principles

Drum Farm North (H01)

- Vehicular access to be taken from existing access roads through the Drum (Muirhouses Avenue, Hillside Grove and Drum Farm Lane) providing integration and permeability with previous phases.
- Housing layout should deal appropriately with site gradients. **1**
- Linear park is to be extended through Drum Farm North to Kinninggars Park. **2**
- Existing woodland to north of site includes Ancient Woodland and is to be reinforced using native species and brought under management **3**
- Denser housing at centre of ridge should provide focal point to the overall development. **4**
- Path and avenue planting is to be completed along ridge providing an east-west active travel route through development. **5**

Drum Farm South (MU2)

- Vehicular access to be via existing roundabout on A904. Potential for secondary access to Drum Road to be investigated.
- Vehicular link(s) to North Bank Farm (H56) should be explored. Pedestrian and cycle link(s) to site (H56) required. **6**
- New open space should be provided along frontage with A904 at Drum South within which SUDS provision will be integrated. **7**
- Land to be reserved for new neighbourhood centre (minimum 1 hectare) providing a community focus and services for the Drum community. It should be designed to form an attractive gateway feature to the town on A904. **8**
- Structure planting to be provided around the periphery of Drum South to form robust new edge to urban area. **9**
- High quality built frontage required to development facing on to Grahamsdyke Road. **10**
- Restoration and landscaping of adjacent Miller Pit site to be part of masterplan. **11**
- East-west and north-south path connections to be formed through site, connecting with community woodland and core path to the west, neighbourhood centre to the east and Drum Road to north. **12**

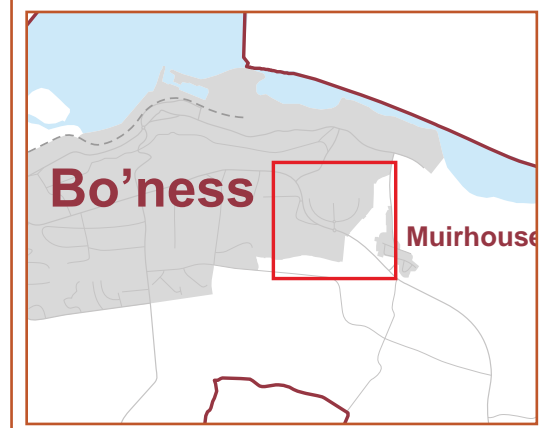
Other Requirements

- Contributions to education provision required in accordance with relevant Supplementary Guidance.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed and mitigated as necessary.
- Mineral instability constraints to be addressed.
- Updated transport assessment required for Drum South.
- Flood risk assessments will be required for H01 and MU02.

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



Overview Map



Crawfield Road, Bo'ness (Site H55) Major Areas of Change: Development Guidance

Bo'ness South West Strategic Growth Area

Vision

Crawfield Road is a major new residential neighbourhood on the south west side of Bo'ness, which will complement growth on the east side at the Drum, and facilitate long term planned growth of the town. As at the Drum, the strategic scale of the allocation will allow co-ordinated masterplanning of infrastructure and greenspace. Integration with the town will be paramount, with development fronting on to Crawfield Road, and ease of movement across the road prioritised. The development will be an exemplar of green infrastructure delivery, contributing to the green network in South Bo'ness through a major new parkland corridor connecting from the John Muir Way in the west to Linlithgow Road in the east, and a structure of green corridors which will frame four main phases of housing development. New paths will connect the development into the surrounding path network.

Land Use

- Housing (indicative capacity 450) to include 15% affordable housing;
- Neighbourhood Shop/Café/Restuarant;
- Greenspace.

Process

An overall development framework will be required, which should be prepared in collaboration with the local community and involve assessment of issues and opportunities for improvement in the local area. This will include a phased plan for the delivery of infrastructure. Detailed masterplans for each of the phases will follow.

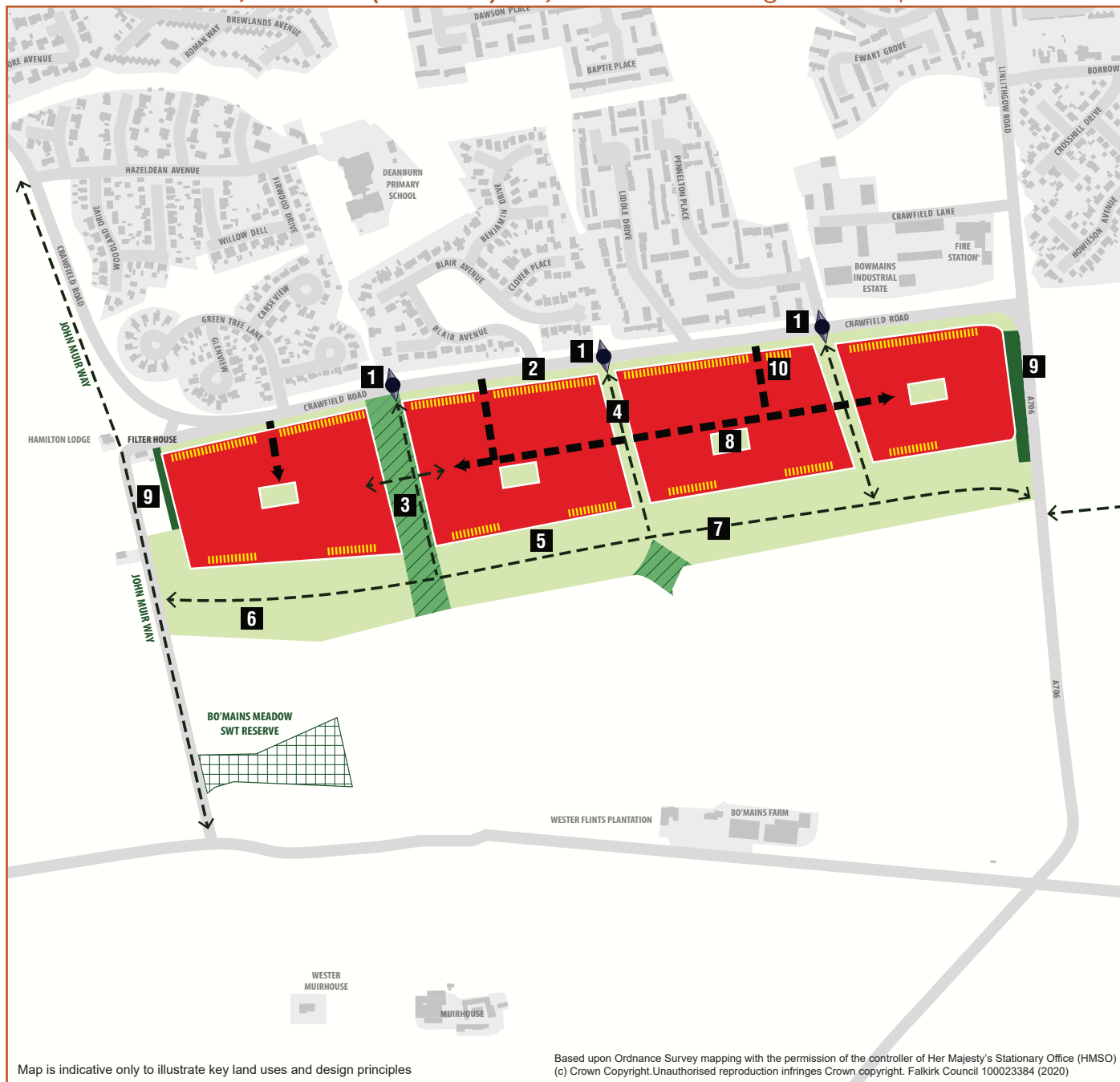
Key Principles

- Vehicular access will be taken from several points on Crawfield Road. There will be no access from Linlithgow Road.
- A clear hierarchy of streets and street typologies should be established.
- New crossing points to be provided on Crawfield Road, and traffic calming compatible with the road's continuing role of a bus route. **1**
- Consistent landscaped verge to be established along Crawfield Road with street trees and building frontage to create a unified approach. **2**
- SUDS provision to be sensitively incorporated into Crawfield Road frontage to create features which have a natural rather than an engineered appearance and enhance the landscape framework for the site.
- Existing woodland strip and associated core path should be protected, improved and managed. **3**
- Development phases should be separated by greenspace corridors and path connections which follow existing features (hedgerows, paths, ditches). **4**
- Major new park will be established along the southern edge of the site early in the life of the development, incorporating paths, new woodland and meadow habitats, and open space accommodating a range of play and recreational facilities. This should also establish a robust new edge to the green belt, and provide a long term wooded backdrop to the development. Housing should present frontages to the parkland. **5**
- Strong landscaped buffer to be provided to Bo'mains Meadow SWT wildlife reserve. **6**
- New multi use path to be established through parkland connecting John Muir Way to Linlithgow Road. **7**
- Pocket parks to be established within phases to provide amenity and identity. **8**
- Structure planting to be provided on the east and west boundaries of the site. **9**
- Potential site for local shop/café/restaurant on Crawfield Road. **10**

Other Requirements

- Scope for local shop/café/restaurant within development to be investigated as part of development framework in consultation with local community, and site reserved if considered appropriate.
- Transport Assessment will be required to establish impacts on the local and strategic transport network. Mitigation measures may be required which may include contributions to sustainable travel.
- Contributions to education provision required in line with Supplementary Guidance, with focus likely to be on enhancement of pre-school provision at catchment primary school.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed and mitigated as necessary.
- Development will have to deal with current surface water flooding issues on Crawfield Road, including management and attenuation of current drainage from site to provide betterment. Flood risk assessment will be required.
- Public art strategy required.
- Implications of development for the adjacent SWT reserve at Bo'mains Meadow to be carefully considered through ecological assessment and appropriate management plan. Contributions to management of the reserve may be required.
- For permission to be granted, proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal. This will allow Falkirk Council to complete a Habitats Regulations Appraisal, including appropriate assessment if required, demonstrating that there will be no adverse effects on the integrity of the Firth of Forth Special Protection Area, either alone or in combination with other plans or projects.

Crawfield Road, Bo'ness (Site H55) Major Areas of Change: Development Guidance



Key

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

Overview Map



Bonnybridge and Banknock - Settlement Statement

5.08 Bonnybridge, Banknock and the adjacent smaller communities of Dennyloanhead, Haggs and Longcroft collectively have a population of 10,190 (2016 estimate). The settlements form a linear cluster along a historically important east-west transport corridor which is followed by the Bonny Water, the Antonine Wall, the Forth & Clyde Canal, the M80 and A803, and the Glasgow-Edinburgh railway line. The area was a major industrial centre, utilising its excellent transport links, but with the decline of traditional manufacturing, most residents now commute for employment, taking advantage of its continuing good accessibility.

5.09 Major growth is planned for the A803 corridor over the period of the plan, due to existing housing commitments from LDP1. The Banknock Strategic Growth Area will deliver housing to the north of the A803 at the former Cannerton Brickworks site (Banknock North), and to the south of the A803 at Wellpark Road/Bankier Distillery site (Banknock South), amounting to around 700 new homes in total. A neighbourhood centre will feature as part of the Banknock North masterplan. Further east at Dennyloanhead, a further 500 homes are planned as part of the Dennyloanhead Strategic Growth Area. The level of new housing proposed will require the upgrading of infrastructure. The slip roads at the M80 Junction 7 will need to be improved, and additional capacity will be needed at Bankier and Head of Muir Primary Schools. There is also an acknowledged issue with primary health care provision, a solution to which may be facilitated through new development. The masterplanning for these sites will also have to be sensitive to the wider setting of the Antonine Wall World Heritage site which lies to the south.

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

5.11 A site for a rail station will continue to be safeguarded at Bonnybridge. Future consideration of a new station would require undertaking a full appraisal and assessment of all options. Meanwhile an upgrade of Greenhill railway junction is planned by Network Rail to increase capacity on the rail network. In terms of active travel, Bonnybridge will benefit from the proposed new path connecting Denny and Bonnybridge with Falkirk.

5.12 In terms of land for business development, Chattan Industrial Estate and the industrial area at Seabegs Road will be safeguarded as core business areas, while a more flexible approach will be taken to other industrial sites at High Bonnybridge.

5.13 The area has access to a network of greenspaces including the Forth & Clyde Canal, Bonnyfield Park, and the Bonny Water corridor. The John Muir Way also passes through the area. The Falkirk Open Space Strategy acknowledges that the quality of some of open space needs improved. In particular, there are opportunities to expand and improve the local nature reserve at Bonnyfield Park. The major growth areas will include substantial areas of open space which will contribute to the green network.

5.14 More guidance and information on the Major Areas of Change at Banknock and Dennyloanhead is provided on the following pages.



Bonnybridge and Banknock - Proposals and Opportunities

Housing	
Banknock SGA	
MU04	Banknock North
H08	Banknock South
Dennyloanhead SGA	
H09	Dennyloanhead
Other Sites	
H10	Broomhill Road
H11	Seabegs Road
H12	Garngrew Road
H53	Cumbernauld Road, Longcroft
MU20	East Bonnybridge

Infrastructure	
Transport	
IN04	M80 Junction 7 Improvement
IN13	Bonnybridge Station Site Safeguarding
IN15	Greenhill Junction Rail Improvement
IN16	Falkirk - Denny/Bonnybridge Path
Education, Health and Community	
IN26	Bankier Primary School Capacity Enhancement

Business	
Town/Local Centres	
MU04	Banknock North
MU05	Bonnybridge Town Centre
Green Network	
Council Wide	
GN01	John Muir Way
GN02	Antonine Wall Trail
Bonny Water	
GN21	Bonnyfield Expansion
Outdoor Learning Sites	
GN25	Bonnyfield

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

Banknock (Sites MU04/H08) Major Areas of Change: Development Guidance

Banknock Strategic Growth Area

Vision

These two sites in Banknock will provide over 700 new homes and facilitate regeneration in the settlement by increasing the population to sustain existing and future businesses. In addition to housing, the new neighbourhood centre on Kilsyth Road will provide improved facilities and a new focus for the community. The environment will be enhanced through high quality development and the creation of new well connected public open space. The dereliction and contamination of the former Cannerton Brickworks and Bankier Distillery will be transformed into vibrant new neighbourhoods. The significant scale of housing regeneration will help address the current transport infrastructure and sewer constraints which have limited development within the community. An extension to Bankier Primary School will be built to accommodate pupils for the new development.

Land Use

- Housing (indicative capacity 750) to include 15% affordable housing;
- Neighbourhood centre on Banknock North site (retail, food and drink, business);
- Greenspace.

Process

The Banknock and Hags Development Framework (amended version) was approved January 2015, jointly prepared by three principal landowners. Planning permission in principle has been granted for Banknock North (504 Houses, a neighbourhood centre, nature conservation area, associated roads and Infrastructure) subject to a Section 75 obligation with an accompanying masterplan. Applications for detailed phases will follow and should conform with the masterplan. A masterplan has been prepared for Banknock South, and further negotiations are required between the landowners to establish a framework to taking the constituent sites forward. Each will need its own detailed masterplan.

Key Principles

Banknock North (MU04)

- Two vehicular accesses required off the A803 Kilsyth Road. **1**
- Housing layout should deal appropriately with site gradients.
- A range of housing types, sizes and tenure to be provided.
- New neighbourhood centre to be created with frontage on Kilsyth Road. **2**
- Development should present frontages on to Kilsyth Road to enhance its townscape character.
- Nature conservation area to be created, providing compensatory habitat for great crested newts, on site of former landfill site at north west corner of site. **3**
- Development to be arranged around a framework of open space running through the site, connecting the Doups Burn corridor to the wider countryside. **4**
- SUDS development should be integrated into the greenspace and not overly engineered in appearance.
- Upgrading required to M80 Junction 7 slip roads and their junction with A803. **5**
- Site capacity capped at 80 units until upgrade completed.

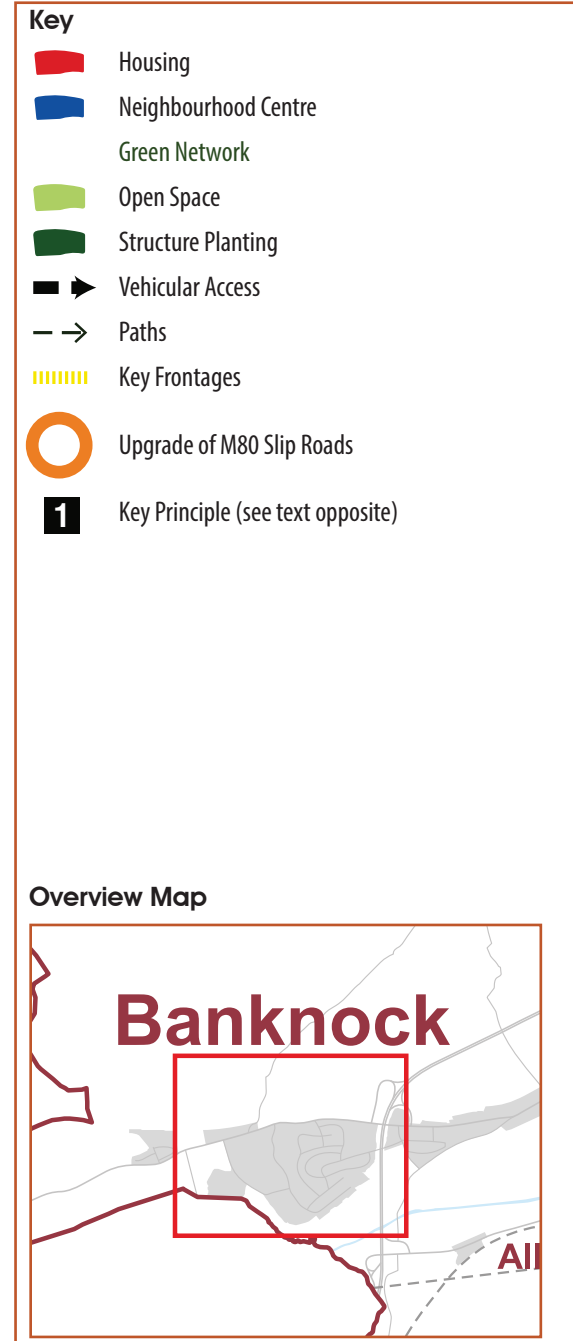
Other Requirements

- Poor ground conditions and land contamination to be addressed;
- Retrofit of existing surface water drainage required to create capacity for foul water flows from new development to connect to combined sewer.
- Potential protected species issues associated with the Bonny Water and Doups Burn which required to be investigated.
- Developer contributions to be in accordance with the Development Framework and relevant Supplementary Guidance, and will cover necessary education capacity improvements, and contributions to M80 Junction 7 upgrading and DEAR as may be necessary and proportionate. Contributions towards provision of additional primary healthcare capacity may be required.
- Flood risk assessment and transport assessments required.

Banknock South (H08)

- Access to be taken off reconfigured junction of Wellpark Road and Kilsyth Road. Vehicular access to/from John Bassey Drive and southern part of Wellpark Road not appropriate. Pedestrian/cycle link to John Bassey Drive required.
- Development should present frontages to Kilsyth Road to enhance its townscape character.
- Development to be arranged around a managed SUDS wetland along the Doups Burn. **6**
- SUDS development should be integrated into the greenspace and not overly engineered in appearance.
- Landscaped edge required along Wyndford Road retaining existing hedges with active housing gables appropriate.
- Woodland to be retained and enhanced along southern part of site where possible. Proposals for tree removal to be accompanied by a tree survey and tree protection plan.
- Housing layout should deal appropriately with site gradients.
- Development to avoid areas at high risk of flooding from Bonny Water and Doups Burn, as informed by flood risk assessment; potential to incorporate 6m buffer strip.
- Site lies partly within Antonine Wall World heritage Site Buffer Zone. Development should avoid adversely affecting the setting of the World Heritage Site, as evidenced by an appropriate landscape and visual appraisal.
- Linkages to be secured to Forth and Clyde Canal towpath and public right of way maintained between Wellpark Road and the Bonny Water.
- Upgrading required to M80 Junction 7 slip roads and their junction with A803. **5**

Banknock (Sites MU04/H08) Major Areas of Change: Development Guidance



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

Dennyloanhead Strategic Growth Area

Vision

The site is proposed as a major new residential neighbourhood which extends from the edge of Dennyloanhead in the east to Station Road, which forms the western site boundary. Along the southern boundary of the site lies the small settlement of Longcroft. The development will increase the depth of the residential environment changing it from a linear road side development along the A803 to a consolidated residential area. The development will facilitate community regeneration, support new commercial investment and address housing needs. It will be a phased development which expands over time. Development is set back from the northern ridgeline which allows the creation of a linear park with additional planting, path routes and informal open spaces. Upgrading of the M80 Junction 7 slip roads will be required in conjunction with development, as well as an extension to Head of Muir Primary School.

Land Use

- Housing (indicative capacity 550) to include a range of house types and 15% affordable housing;
- Business (retail/local services);
- Greenspace, including formal and informal open spaces and retained and new woodland planting areas linked by a path network.

Process

Planning permission in principle has been granted for Dennyloanhead (550 houses, a commercial block, open space, woodland planting, play facilities and other associated infrastructure), along with a masterplan and subject to a Section 75 obligation. Detailed masterplans will be needed for subsequent individual phases.

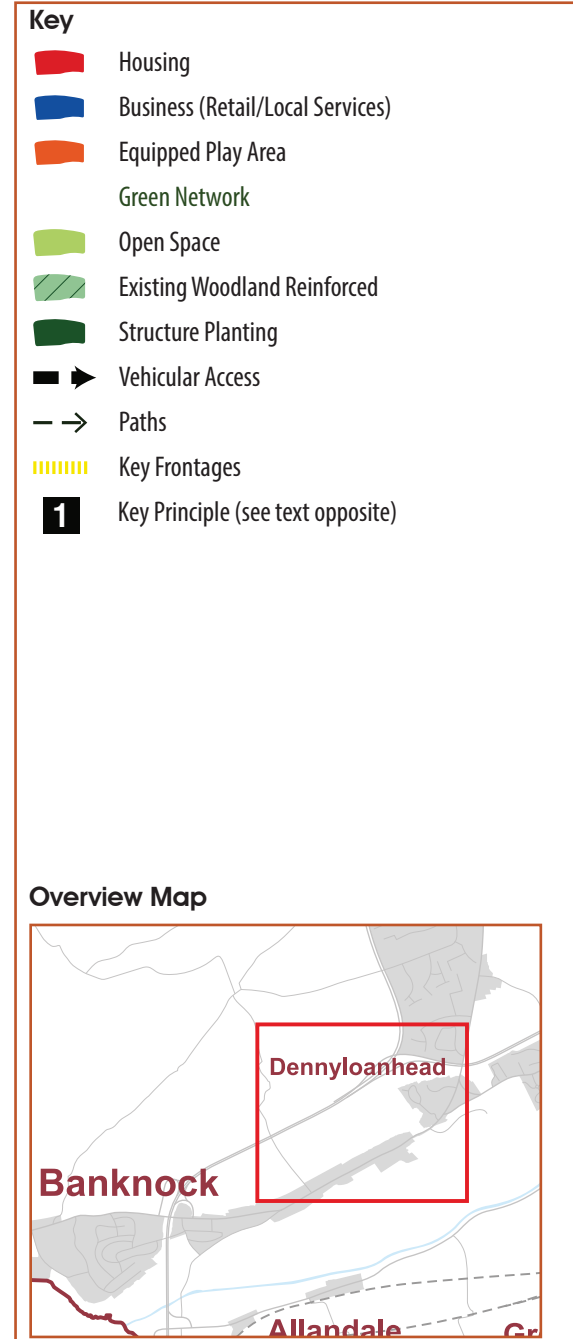
Key Principles

- Vehicular access will be taken from two new junctions on A803 Glasgow Road to the west and east of the site linked via internal road network. **1**
- Support for a broad range of housing types and tenures including affordable homes.
- Commercial development with public realm should front onto A803 Glasgow Road with parking area located to the rear of the building. **2**
- Development should be integrated with the existing urban edge along A803 Glasgow Road.
- There should be no development along the northern ridgeline. **3**
- The creation of two linear parks to the north and south will provide opportunity for passive recreation and links to the wider countryside, and will include supplementary woodland planting, path routes, equipped play areas and informal open spaces. **4**
- Structure planting required on northern, eastern and western edges of the site to provide landscape containment.
- Housing layout should deal appropriately with steep site gradients, to minimise visual impacts and meet road standards.

Other Requirements

- Site capacity capped to 75 prior to upgrading of M80 Junction 7 slip roads.
- Poor ground conditions and potential contamination to be dealt with.
- Developer contributions required to M80 slips, DEAR, education provision in accordance with relevant Supplementary Guidance, and off-site recreational provision. Contributions towards provision of additional primary healthcare capacity may be required.
- Flood risk assessment will be required.

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



Braes and Rural South - Settlement Statement

5.15 The Braes and Rural South area includes the urban communities of Polmont, Laurieston, Wallacestone, Westquarter, Redding, Reddingmuirhead, Rumford and Maddiston. At one time, these were discrete villages, but subsequent growth from the 1970s onwards has seen many of these villages coalesce. It also includes the rural villages of Allandale, Shieldhill, Whitecross, Avonbridge, Slamannan, Standburn and Limerigg and the countryside to the south of the Council area including the Slamannan Plateau and the Avon Valley. The area's population is 32,351.

Maddiston and Rumford

5.16 Maddiston continues to be a focus for housing growth. In addition to the existing sites in the Maddiston East Strategic Growth Area, there is a further housing opportunity, specifically catering for elderly/care housing. At the core of the village, the former site of Maddiston Fire Station offers a brownfield opportunity for new housing. Maddiston Primary School will require an extension to accommodate housing growth, with Braes High School also requiring additional capacity in the longer term. There will be a continuing focus on enhancement of the green network, with a focus on the Manuel Burn corridor.

Polmont, Laurieston and Westquarter

5.17 The population of the Lower Braes area has been relatively stable over the last 5 years, with relatively little housebuilding. Land at Gilston has been a long-standing business site in previous plans, but is now considered appropriate for mixed use, continuing to provide business opportunities while making a substantial contribution to housing requirements in the Council area as a whole, in an attractive and marketable location. It will constitute a new Strategic Growth Area with potential for up to 500 houses. Placemaking will be paramount on this key site, secured through a revised masterplan and a cohesive design approach to deliver new landscaping, path connections and open space. In order to accommodate new housing at Gilston, St Margaret's Primary School will need to be extended, with Graeme High School also likely to require an extension in the longer term. Polmont Local Centre continues to serve a key role for local shopping. Parking issues at Polmont Station are a continuing issue but a

lack of available land means that there is not opportunity to expand provision. Nonetheless, development at Gilston will be required to incorporate innovative travel options to mitigate additional pressures which may be placed on station car parking.

Wallacestone, Redding and Reddingmuirhead

5.18 Wallacestone, Redding and Reddingmuirhead, have seen substantial growth over the last 30 years, resulting in the full or partial coalescence of settlements. Large sites at Overton and Redding Park have been largely completed, and a site at Hillcrest, carried forward from LDP1, remains. Growth under the LDP2's spatial strategy is now focused elsewhere which will allow these communities to consolidate, while acknowledging pressures on the local road network and schools.

Rural South Villages

5.19 The population of the Rural South villages has remained relatively stable over the last five years. However, there has been little housebuilding and little interest in allocated housing sites, reflecting a general lack of demand. Consequently, sites in a number of villages have been de-allocated or reduced in size, although opportunities remain for new housing in most villages, in an attempt to encourage rural regeneration and maintain local services such as schools and public transport links.

In particular, the vision for the Strategic Growth Area at Whitecross has been revised in a manner which will deliver more modest village growth, together with business at the former Manuel Works site. The countryside of the Rural South offers a variety of green network opportunities, including access, habitat and recreational improvements.

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



Braes and Rural South - Proposals and Opportunities

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

See Proposals Maps 1, 4 & 5 and Proposals and Opportunities Schedule (Appendix 1) for details of proposals

Gilston, Polmont (Site MU06) Major Areas of Change: Development Guidance

Gilston Strategic Growth Area/Eastern Gateway Strategic Business Location

Vision

Gilston is proposed as a major mixed-use site, forming a settlement extension to the east of Polmont. The strategic scale of the allocation will allow co-ordinated masterplanning of areas of employment land within the site, as well as areas of housing, key infrastructure and greenspace. This is vital in order to ensure that placemaking objectives across the site are achieved. Development will result in a new urban edge to eastern Polmont, which will address the current lack of landscape containment along the existing urban fringe. The development will include a substantial level of green infrastructure including reinforcement of the green network along the eastern edge of the site, retention and improvement of the burn corridor as greenspace, a new central open space, with the provision of a sports area, and provision of footpath networks connecting the site to the west, and south to the canal.

Land Use

- Business (Class 4/5/6, leisure and tourism);
- Housing (indicative capacity 500) to include 25% affordable housing;
- Neighbourhood Centre (convenience retail/local services);
- Greenspace.

Process

An overall development framework will be required, which should be prepared in collaboration with the local community and involve assessment of issues and opportunities for improvement in the local area. This will include a phased plan for the delivery of infrastructure. Detailed masterplans for each of the phases will follow.

Key Principles

- Primary vehicular access from A803. **1** Secondary access will be on to Gilston Crescent with a suitably designed burn crossing. **2** A clear hierarchy of streets and street typologies should be established.
- Business uses will generally be directed to the eastern part of the site, with housing to the west and south. Robust structure planting required to segregate residential and business uses where necessary. The part of the site closest to M9 Junction 4 provides an opportunity for Class 6 (storage and distribution). **3**
- A neighbourhood centre including a convenience store and other shops and services should be provided at the heart of the site. **4**
- Central open space (including sports area) will be established in conjunction with early phases of the development. The provision of a sports pitch will meet the aims of the Falkirk Open Space Strategy, and the site will also accommodate a range of play equipment. Play provision may also be required as part of each distinct phase.
- Burn corridor to be enhanced as a major linear open space through the site, incorporating burn restoration, planting and habitat improvement and new paths. This will assist with placemaking in the north-western part of the site. **5**
- The layout should successfully address the interface between burn corridor and housing.
- Reinforcement of existing woodland will be required to create a new woodland edge to the boundary with the A801. **6**
- Robust structure planting required along southern boundary. **7**
- Development phases should be separated by greenspace corridors and path connections which relate, where possible, to existing natural features (hedgerows, paths, ditches).
- Comprehensive path network to provide connections within and outwith the site, utilising greenspace corridors. This should integrate existing core paths and rights of way on the periphery of the site. **8**
- SUDS provision to be sensitively incorporated across the site to create features which have a natural rather than an engineered appearance and enhance the landscape framework for the site.
- Scale, massing and layout of new development, particularly in the elevated southern section of the site should address the challenging topography. In particular, development should avoid the elevated parts of the site adjacent to the railway. These areas will contribute to overall greenspace requirements. **9**

Other Requirements

- Transport assessment has previously only considered employment uses. Revised assessment will be required to establish impacts of changed development mix on the local and strategic transport network. Mitigation measures will be required including contributions to upgrading of M9 Junction 4, and sustainable travel. Travel Plan will be essential which includes measures to connect the development with Polmont railway station, where there are parking limitations.
- Contributions to education provision will be in accordance with the relevant Supplementary Guidance, with focus likely to be on provision of a permanent extension to 3 stream at St. Margarets Primary School and future capacity enhancement at Graeme High School.
- Impact on other community infrastructure, including healthcare facilities, will also require to be assessed, and mitigation provided for. This may include the provision of a new site for a health centre, potentially as part of the neighbourhood centre.
- Development will have to deal with current surface water flooding across the site, as well as addressing potential impacts on Gilston Burn. A flood risk assessment will be required.

Gilston, Polmont (MU06) Major Areas of Change: Development Guidance

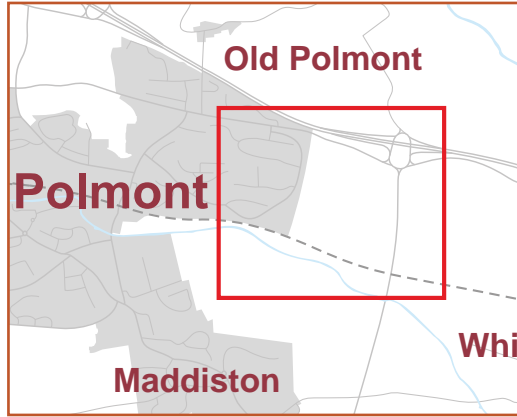


Map is indicative only to illustrate key land uses and design principles

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- Key**
- Housing
 - Retail/Business/Community (Neighbourhood Centre)
 - Green Network
 - Open Space
 - Existing Woodland Reinforced
 - Structure Planting
 - Vehicular Access
 - Paths
 - Key Frontages
 - Key Principle (see text opposite)

Overview Map



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

Maddiston East Strategic Growth Area

Vision

The Maddiston East Strategic Growth Area provides for further eastern growth of the village towards the A801. The sites contained within the LDP1 have been carried forward. A new site at Parkhall Farm North (East) exclusively for amenity/elderly care housing and a care home has been added. Sites are expected to be brought forward individually, but set within a wider landscape framework which will be delivered on a phased basis in conjunction with each site, together with co-ordinated vehicular and pedestrian access arrangements. An extension to Maddiston Primary School will accommodate additional pupils from the development.

Land Use

- Housing (indicative capacity 300), to include 25% affordable housing;
- Amenity/elderly care housing (indicative capacity 70);
- Residential Care Home;
- Greenspace.

Key Principles

Vehicular and Pedestrian Access

- Parkhall Farm 1 (H13) should be accessed from Glendevon Drive. **1**
- Parkhall Farm 2 (H14) and 4 (H16), and Toravon Farm will take access off Vellore Road. **2** For sites accessed from Vellore Road, developer contributions are likely to be required to deliver improvements to Vellore Road and its junction with the B805.
- The access for Parkhall Farm 3 (H15) will require further assessment in order to determine the most suitable route, taking into account land ownership, topographic, and ecological and landscape constraints. Parkhall Farm 5 (H18) will be accessed via a new roundabout from the A801. Delivery of this access should not undermine the delivery of green network priorities in Proposal GN14. **3**
- Any future connection between the A801 and Glendevon Drive would require to be clearly justified on road network grounds based on a transport assessment, and along a suitable route informed by detailed assessment of options, and taking into account environmental constraints.
- The core path running north-south from the Union Canal to Maddiston High Road **7** should be retained and improved, with other paths created which link to this route and connect the various sites to each other and the wider area. Developer contributions will be sought to the upgrading of the core path.
- Development of Parkhall Farm 5 (H18) should deliver a bridge over the Union Canal, linking to the towpath and proposed canal hub site. **4**
- The Haining (H54) is likely to be accessed via a northern spur from Parkhall Farm 5 (H18), although further detailed assessment on the most suitable access route will be required. **9**

Other Requirements

- Transport assessments may be required to establish impacts on the local transport network. Mitigation measures may be required particularly with regard to Vellore Road and its junction with the B805.
- Contributions to education provision will be required in accordance with the relevant Supplementary Guidance, to deal with capacity issues at Maddiston PS and Braes HS. Exact capacities of each development site, together with phasing will be required to reflect the limited remaining capacity at Maddiston Primary School, and take cognisance of the programming for future extension. Contributions towards provision of additional primary healthcare capacity may be required.
- Parkhall Farm 5 (H18) will be strictly conditioned to ensure that it is exclusively for amenity/elderly care housing and care home.
- Flood risk assessment will be required for all sites.

Process

The Maddiston East Development Framework previously provided guidance and development principles for sites allocated in LDP1. The key design principles and infrastructure priorities, where relevant, are reflected below. Applications are likely to come forward individually, so each proposal will require a masterplan which demonstrates that vehicular and pedestrian access, as well as key areas of landscaping, will be delivered in a co-ordinated way. Parkhall Farm 2 (H14) has planning permission.

Design and Layout

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

Landscape and Open Space

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

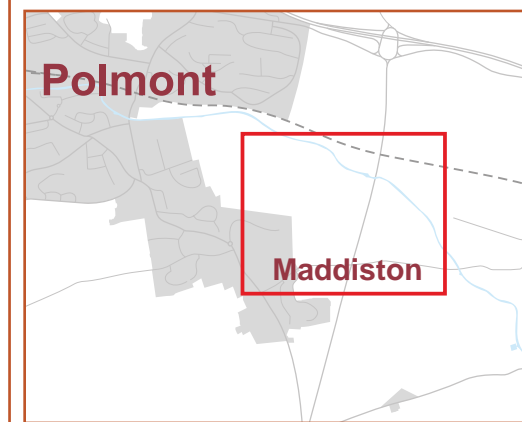
Maddiston East (H13-H18, H54) Major Areas of Change: Development Guidance



Key

- Housing
- Green Network
- Open Space
- ▨ Existing Woodland Reinforced
- ▨ Woodland within development site to be retained and managed subject to detailed assessment
- Structure Planting
- ➔ Vehicular Access
- Paths
- ▤▤▤▤▤ Key Frontages
- Roundabout
- ▤▤▤▤▤ Proposal GN14
- 1** Key Principle (see text opposite)

Overview Map



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

Whitecross Strategic Growth Area

Vision

The previous vision for Whitecross, as expressed in previous plans, was for a major new settlement with up to 1500 houses, business and community facilities. Infrastructure constraints, land assembly issues, and market considerations have led to a re-evaluation of the potential, and a revised vision. Essentially, the opportunity now comprises two separate sites. A site to the south west of the village will allow for more modest residential growth, integrated with the existing village, but of a scale which is still substantial in the context of the village, and requiring significant upgrades to local schools, parks and roads. The Manuel Works site is a large brownfield site whose re-use remains a priority, but is considered best suited to business and industrial development. The site offers good landscape containment, and some important environmental assets which should be safeguarded in any redevelopment.

Land Use

Whitecross (H29)

- Housing (indicative capacity 200) to include 25% affordable housing;
- Greenspace.

Process

- New masterplans should be prepared for each of the two sites.

Key Principles

Whitecross (H29)

- Study required to establish safe, sustainable and deliverable access, with options including Manuel Terrace, the B825 and route to the Vellore Road bypassing the village. Upgrading of local road network will be required to address issues with current sub standard routes.
- Corridors of the Manuel and Crownerland Burn to be retained as landscaped open space with housing frontages. **1**
- New structure planting required to enclose development on the west side. **2**
- Path connections to be made to the village via Manuel Terrace, to the recreation ground via a bridge over the Manuel Burn, and to the canal to the west. **3** These will link in with the core path network around the village
- Improvement/rationalisation of the central 5-arm junction in Whitecross required. **4**
- Edge of site with B825 requires high quality treatment, either high quality landscaping, or a harder urban edge if development is proposed adjacent to the road. **5**

Other Requirements

- Contributions to education provision to be in accordance with relevant Supplementary Guidance. Whitecross Primary School will require to be extended to full single stream.
- Contributions towards provision of additional primary healthcare capacity may be required.
- Contributions required to upgrading of recreation ground.
- Ground condition and contamination issues to be addressed and appropriate remediation undertaken.
- Transport assessment will be required. Upgrading of Myrehead Road and contributions to upgrading of M9 Junction 4 likely to be required depending on scale and nature of uses.
- Flood risk assessments will be required.
- Pipelines between Whitecross and Manuel Works may impose constraints and should be taken into account in masterplans.
- Scottish Water growth project required for Whitecross Waste Water Treatment Works, growth will be wholly funded by Scottish Water.

Manuel Works (BUS02)

- Business and industry.

Manuel Works (BUS02)

- Vehicular access to be taken from Haining Road as present, or alternative point further north.
- Core path running east-west through site should be retained. **6**
- Existing woodland encompassing site to be retained and reinforced. Haining Wood is a Wildlife Site for which a management plan should be prepared. **7**
- Ancient woodland present in north-west of site. A suitable buffer should be provided between ancient woodland and development
- Almond Castle to be protected and consolidated within a landscaped setting. **8**
- Sensitive treatment of development in the vicinity of the Union Canal, with quality frontage development/public realm, or screen planting as appropriate. **9**

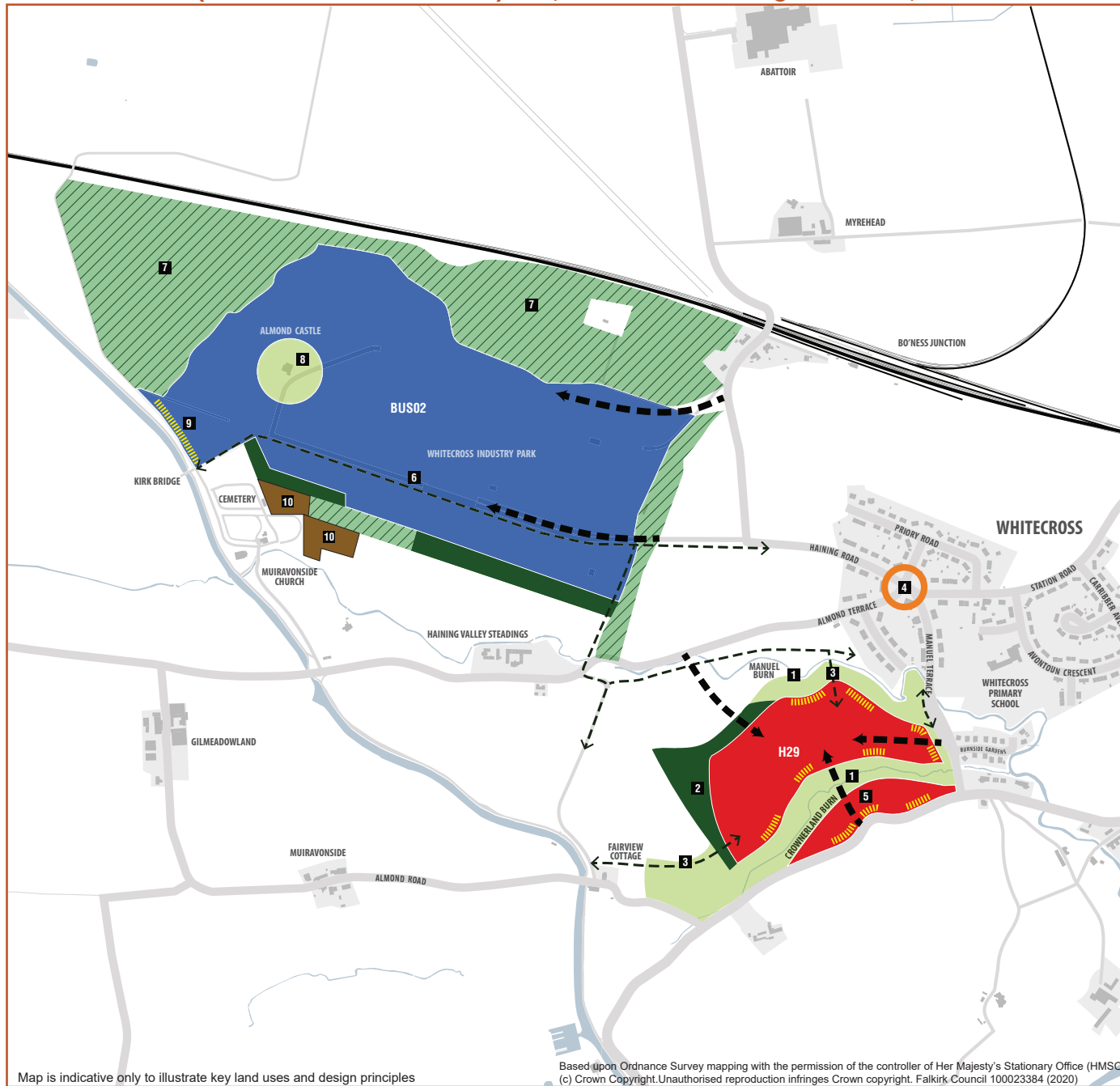
Muiravonside Cemetery Extension (IN38)

- Cemetery Extension Safeguarding.

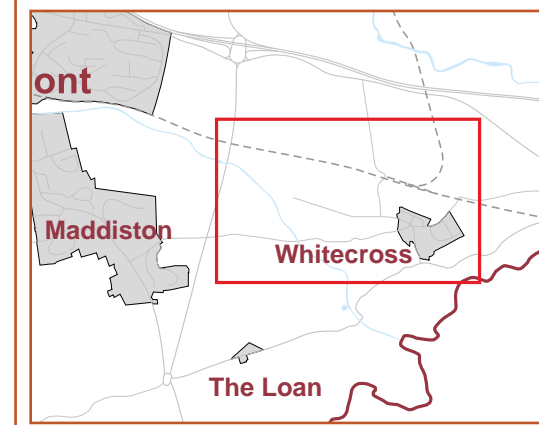
Muiravonside Cemetery Extension (IN38)

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

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



Overview Map



Denny and Dunipace - Settlement Statement

5.21 The Denny area has a population of 12,722 (2016 estimate) and comprises the communities of Denny, Dunipace, Head of Muir, Stoneywood and Fankerton. It is located in western part of the Council area with the Denny Hills to the west, and the River Carron running through it. As a former burgh, the town has a strong identity, and was a major manufacturing centre in the past. With the decline of these traditional industries, most residents commute outwith the area for work, taking advantage of the excellent connections to the motorway network.

5.22 Denny will experience significant additional growth over the plan period, due to existing housing commitments from LDP1. Most of these are focused on the Denny South East Strategic Growth Area, where the greenfield sites at Mydub and Broad Street, and the former Denny High School site will deliver some 720 new homes over the initial plan period 2020-2030. At Stoneywood/Fankerton, the Carrongrove Mill site will continue to be built out, while the sites at Rosebank and Rosebank North will facilitate growth in Dunipace.

5.23 Local infrastructure improvements will be necessary to support this growth. The construction of a new Denny Eastern Access Road will provide a south- eastern bypass to relieve congestion at Denny Cross in the Town Centre, and to serve the Denny South East Strategic Growth Area. This will be largely funded by developer contributions. Extensions will also be required to Denny and Head of Muir Primary Schools, with additional capacity also likely to be needed at Denny High School in the longer term. Active travel will be prioritised through a new Denny/Bonnybridge to Falkirk path partly utilising the route of the railway line. Cemetery capacity is proposed to be enhanced at Hills of Dunipace.

5.24 Denny Town Centre is identified as a District Centre in the network of centres and has been undergoing a process of renewal and regeneration over recent years. A first phase at Church Walk has delivered a new library, public square, and retail space. Phases 2 and 3 provide opportunities for further uses to increase the vitality and viability of the centre, which include retail, business, community uses or housing.

5.25 Although the economic role of the town is much reduced since its industrial heyday, Winchester Avenue Industrial Estate provides a continuing focus for business development, and will continue to be safeguarded as a core business area, with an opportunity for expansion at the Broad Street site.

5.26 Denny has an attractive and accessible countryside setting, as well as some key parks and open spaces. The focus for further development of the green network will be continuing enhancement of the River Carron corridor, including access and habitat improvements.

5.27 More guidance and information on the Major Area of Change at Denny South East is provided on the following pages.



Denny and Dunipace - Proposals and Opportunities

Housing		Infrastructure		Green Network	
Denny South East SGA		Transport		Upper/Lower Carron	
H30	Former Denny High School	IN09	Denny Eastern Access Road	GN06	River Carron Corridor Improvements
H31	Mydub 1	IN16	Falkirk - Denny/Bonnybridge Path	North Larbert	
H32	Mydub 2	Education, Health and Community		GN18	Glenbervie to Denny
MU09	Broad Street	IN24	Denny High School	Community Growing Sites	
Other Sites		IN27	Denny Primary School	GN24	Myothill
MU10	Church Walk	IN28	Head of Muir Primary School	Outdoor Learning Sites	
H33	Carrongrove Mill	IN36	Westfield Park Sports Pitch Hub	GN25	Gala Park
H34	Stirling Street	Cemeteries			
H35	Rosebank, Dunipace	IN39	Hills of Dunipace Extension		
H59	Rosebank North, Dunipace				
		Business			
		Local Sites			
		MU09	Broad Street		
		Town Centre			
		MU10	Church Walk		

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

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

Denny South East Strategic Growth Area

Vision

Denny South East comprises four sites which will facilitate the sustainable growth of the town, enhance housing choice, and help to deliver the Denny Eastern Access Road (DEAR) which is required to alleviate congestion at Denny Cross in the Town Centre. The two Mydub sites will form a new south eastern edge to the town on land enclosed by the DEAR. The former Denny High School site provides an opportunity to rehabilitate and re-use a substantial brownfield site, integrating it successfully with the surrounding urban area. Broad Street provides an opportunity for a high quality new residential development on the eastern approach to the town, while securing additional business land as an extension to Winchester Avenue Industrial Estate. Collectively, the sites offer good opportunities for green network improvements through new planting, connected open space, retention and enhancement of existing woodland and new path networks.

Land Use

- Housing (indicative capacity 990), to include a 15% affordable housing contribution);
- Business (minimum 3 hectares at Broad Street);
- Greenspace (including pitch retention at former Denny High School).

Process

Mydub 1 (H31) has detailed planning permission and is under construction. Masterplans will be required for each of the three remaining sites. A planning brief was produced for the former Denny High School in 2008. This should inform the masterplanning for this site.

Key Principles

Broad Street (MU09)

- Minimum 3 hectares of land to be retained for business and industry with access from Winchester Avenue/ Springfield Road. **1**
- Strong separation between housing and business uses and between housing and Denny waste water treatment works required to mitigate potential visual, noise and odour issues. Odour and noise assessment required.
- Access for housing from roundabout on Broad Street. **2**
- Flood risk assessment required addressing the Sclanders Burn and River Carron and to include flood attenuation requirements with appropriate riparian buffers provided to watercourses. Opportunity for green network corridor access routes through site and to/along the River Carron. **3**
- Open space requirement to be met by a combination of on-site and off-site provision.
- Structure planting along north, east and west sides and along main road frontage to reflect transition into the urban area.
- Sclanders Burn is a straightened waterway within the site. Restoration of the natural course of the burn should be investigated along with opportunities to de-culvert.

Former Denny High School (H30)

- Main access from Nethermain Road, with potential secondary access to Shanks Avenue. **4**
- Clear hierarchy of streets required, creating permeable block structure, with density varied to create sense of place.
- Layout and housing types need to sensitively address varying site levels.
- Flood risk assessment required, with appropriate riparian buffers provided to watercourses.
- Site layout needs to deal sensitively with relationship between existing and proposed houses on western boundary.
- Eastern portion of site to be retained as open space serving the site. **5**
- Requirement to retain playing fields to be considered against SPP criteria and policy PE16.
- Ancient Woodland is present to the south of the site. A suitable buffer should be provided between ancient woodland and housing.
- Substantial eastern and southern woodland corridor to be retained and enhanced.
- Frontages to be provided to Shanks Avenue.
- Pedestrian access routes to be maintained through the site and to open space.

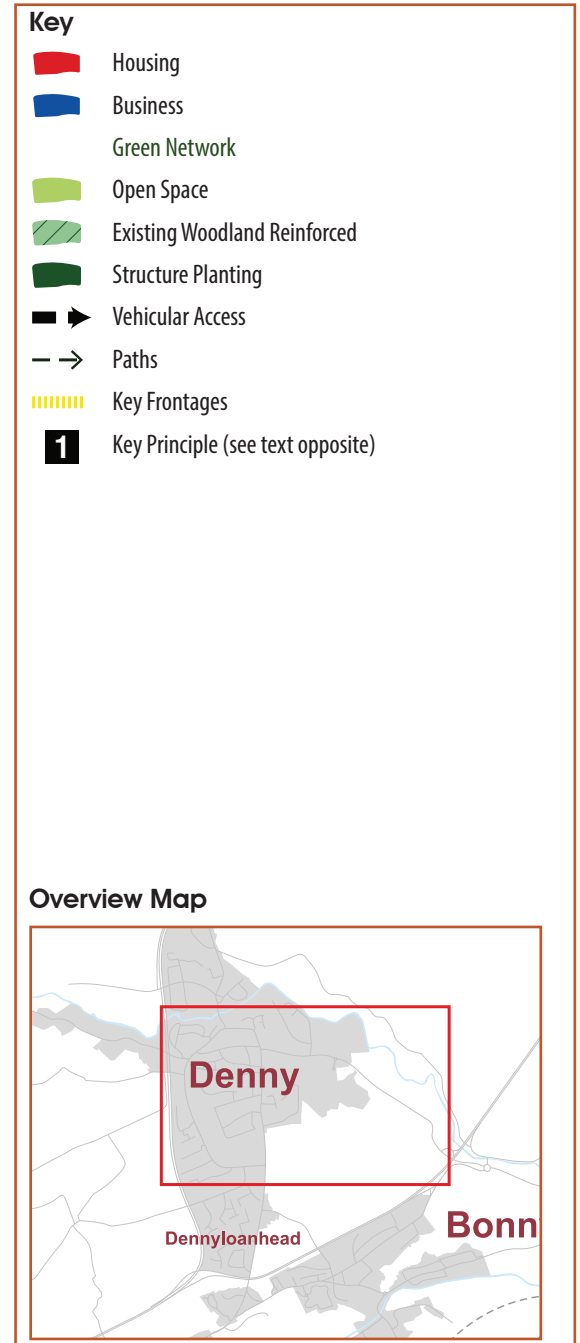
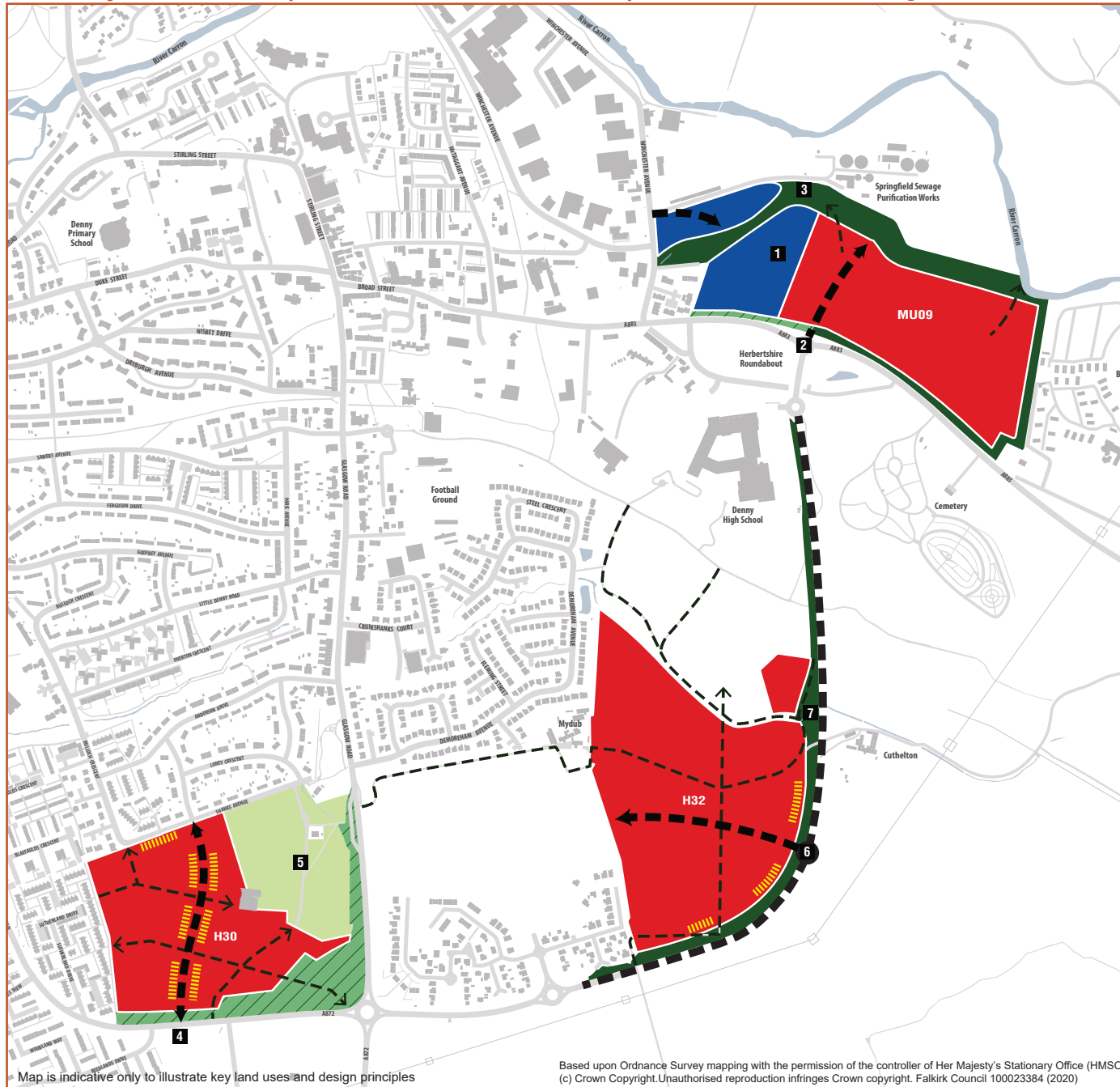
Mydub 2 (H32)

- Principal access from DEAR with secondary accesses from Mydub 1. **6**
- Site layout and density to follow principles established in Mydub 1.
- Flood risk assessment required which will help define the northern boundary of the developable area. Riparian buffer along the Little Denny Burn should form a strong feature of the green network.
- Open space requirement to be met by a combination of on-site and off-site provision.
- Frontages required to DEAR, complemented by avenue tree planting as for Mydub 1.
- Robust structure planting required along south eastern countryside edge of DEAR, as for Mydub 1, to mitigate landscape and visual impacts of road development. **7**
- Pedestrian connections to be made to Mydub 1, and to DEAR for access to future bus services. Existing core path routes through the site to be maintained and improved, or rerouted if necessary. Rerouting of core paths would require a separate legal process.

Other Requirements

- Developer contributions required for DEAR, education provision, open space and other transport provision. A contribution may be required for healthcare provision.
- Protected species surveys may be required.

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



Falkirk - Settlement Statement

5.28 Falkirk is the principal town within the Council area, with a population of 39,161 (2016 estimate), functioning as a transport, administrative, and shopping hub for the area. It boasts a number of place assets including the historic town centre, the corridor of the Forth & Clyde and Union Canals, with the twin icons of the Falkirk Wheel and the Kelpies at either end, the Antonine Wall, and a range of attractive parks including the Helix and Callander Park.

5.29 Falkirk Town Centre will be a priority for investment and enhancement in line with the Scottish Government's 'town centre first' principle. The strategy will be to diversify its function, improve movement and accessibility, get more people living and working in the centre, and progress two key regeneration opportunities at Grahamston and Callendar Riggs. These key sites offer potential to improve important gateways into the Town Centre by rail and bus. Local centres at Camelon and Grahamston will be supported, as will restructuring of the local centre at Newcarron Village. Central Retail Park and Glasgow Road, Camelon are identified as discrete commercial centres, separate from the Falkirk Town Centre and Camelon Local Centre.

5.30 As the principal town, Falkirk is expected to make a significant contribution to housing growth requirements in the area. The final phase of North Falkirk Strategic Growth Area will see some 200 houses developed at Cauldhame Farm. Within the Falkirk Canal Corridor Strategic Growth Area, development at Etna Road will see the regeneration of the canal corridor at Bankside completed early in the life of the plan. The delivery of the larger canalside regeneration opportunity at Portdownie is likely to take longer given constraints affecting the site. New housing as part of the Falkirk Gateway, including redevelopment of the old college site, will form a further Strategic Growth Area, which could accommodate some 300 new homes. The redevelopment of the former Falkirk Royal infirmary site, and other smaller brownfield opportunities, will add to housing choice in the town.

5.31 The Falkirk Investment Zone will create opportunities for job creation and placemaking across a number of strategic sites. The most significant opportunities are at the Falkirk Gateway and Stadium, where a mixture of business, leisure, tourism and housing development will complement the new Forth Valley Campus and the Helix. Other opportunities exist at Abbotsford and Caledon Business Parks. The town is at the heart of the area's tourism offer, with important tourism nodes identified at the Helix/Falkirk Gateway, Falkirk Wheel and Callendar House and Park, all of which offer opportunities to enhance visitor infrastructure and attractions.

5.32 Substantial infrastructure investment is needed to support growth. The upgrading of the A904/A9 at the eastern end of the town, and other enabling works, will facilitate development at the Falkirk Gateway and Stadium. The A803 corridor through the west of the town will also require upgrading to allow development at Portdownie and other smaller sites in the vicinity.

5.33 The green network is well- developed around Falkirk, including the River Carron corridor to the north, the Helix to the east, and the networks of woodland and paths of South Falkirk. There is further scope to improve and extend habitats, connections and recreational opportunities in all these locations.

5.34 More guidance and information on the Major Areas of Change at Falkirk Town Centre, Cauldhame Farm, Portdownie and the Falkirk Gateway is provided on the following pages.

Housing	
Falkirk Canal Corridor SGA	
H36	Gowan Avenue
H37	Etna Road 1
H38	Etna Road 2
MU11	Portdownie
Falkirk North SGA	
H39	Cauldhame Farm
Falkirk Gateway SGA	
H41	Grangemouth Road
MU16	Falkirk Gateway
Other Sites	
H40	Blinkbonny Road
H42	Woodend Farm
H43	Westburn Avenue
H44	Firs Park
MU14	Bank Street
MU15	Williamson Street
MU17	Carron Road

Falkirk - Proposals and Opportunities

Infrastructure	
Transport	
IN06	Falkirk A904 Corridor Improvements
IN07	Falkirk A803 Corridor Improvements
IN12	Falkirk Bus Station Improvement
IN16	Falkirk - Denny/Bonnybridge Path
Drainage and Flood Management	
IN19	Dalderse WWTW Upgrade
Education, Health and Community	
IN22	Forth Valley College
IN25	Graeme High School Capacity Enhancement
IN33	Falkirk Community Hospital
Cemeteries	
IN37	Camelon Cemetery Extension

Business	
Falkirk Investment Zone SBL	
MU16	Falkirk Gateway
BUS05	Falkirk Stadium
BUS06	Abbotsford Business Park
BUS07	Caledon Business Park
Town/Local Centres	
MU12	Grahamston
MU13	Callendar Riggs
MU14	Bank Street
MU15	Williamson Street
MU17	Carron Road
Canal Corridor	
BUS08	Rosebank Distillery
BUS10	Wester Carmuirs
BUS11	Falkirk Wheel
MU11	Portdownie
Local Sites	
BUS09	Callendar Business Park

Green Network	
Council Wide	
GN01	John Muir Way
GN02	Antonine Wall Trail
UpperCarron/Lower Carron	
GN06	River Carron Corridor Improvements
Falkirk - Grangemouth Corridor	
GN07	Helix
GN08	Helix - Falkirk Town Centre Green Corridor
South Falkirk	
GN10	Lionthorn Policy Bing
GN11	Callendar Park and Wood
Canals	
GN22	Falkirk Canal Corridor
GN23	Bantaskine Park
Community Growing Sites	
GN24	Bantaskine Park
GN24	Coo Park, Langlees
Outdoor Learning Sites	
GN25	Callendar Park and Wood
GN25	Dollar Park
GN25	Falkirk Community Hospital
GN25	Summerford

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



Falkirk Town Centre (Sites MU12-MU15) Major Areas of Change: Development Guidance

Principal Town Centre

Vision

The broad strategy for Falkirk Town Centre is to increase activity, continue to raise its quality as a place, and improve accessibility. While retailing will remain a vital function, investment is needed in new business, leisure, residential and cultural activities which will diversify its function and will bring more people into the Town Centre to live, work and visit. New and improved public spaces and attractive new development are needed. Movement into and around the Town Centre, and connecting to other attractions in the town also needs improved, particularly for pedestrians. The two key development sites identified to the north and east of the core area offer regeneration opportunities to achieve these objectives. Both have the capacity to accommodate a range of new uses, and to improve the quality of these secondary areas, complementing the High Street. Both are located at important public transport gateways to the town - Grahamston railway station and Falkirk bus station - offering the potential to significantly improve these arrival points. The Council has commenced a procurement process to select a site for a new Council HQ and Arts Centre which would be located in the Town Centre and contribute significantly towards its regeneration. The existing Municipal Buildings site would present an opportunity for redevelopment.

Land Use

- Business/Retail;
- Leisure and Tourism;
- Housing;
- Cultural/Civic/Community;
- Public Realm.

Process

- Masterplans are required for each of the two principal opportunity areas at Grahamston and Callendar Riggs, and for the Municipal Buildings site should it become available for redevelopment.

Key Principles

Grahamston (MU12)

- Site comprises mainly existing surface car parking, with varying levels of utilisation. Proposals will have to consider issues around the level of parking to be provided on the sites, having regard to town centre vitality and viability, sustainable transport objectives, and the scale and type of uses proposed.
- Overall urban design strategy should be based around recreating a street block structure which fits with the surrounding urban form.
- Enhanced quality of arrival point around railway station should be achieved with appropriate public realm. **1**
- Improved linkages should be provided from station to Town Centre across railway and Garrison Place. **2**

Callendar Riggs (MU13)

- Site comprises Callendar Square shopping centre, providing opportunities for restructuring for new uses, and land around the bus station.
- Improved/reconfigured bus station should be a priority, provided better arrival point and amenity for bus users. **3**
- Retention of art deco frontage on to Callendar Riggs should be considered. **4**
- Reconfiguration of Callendar Square should attempt to recreate active frontages on to the High Street and Callendar Riggs. **5**

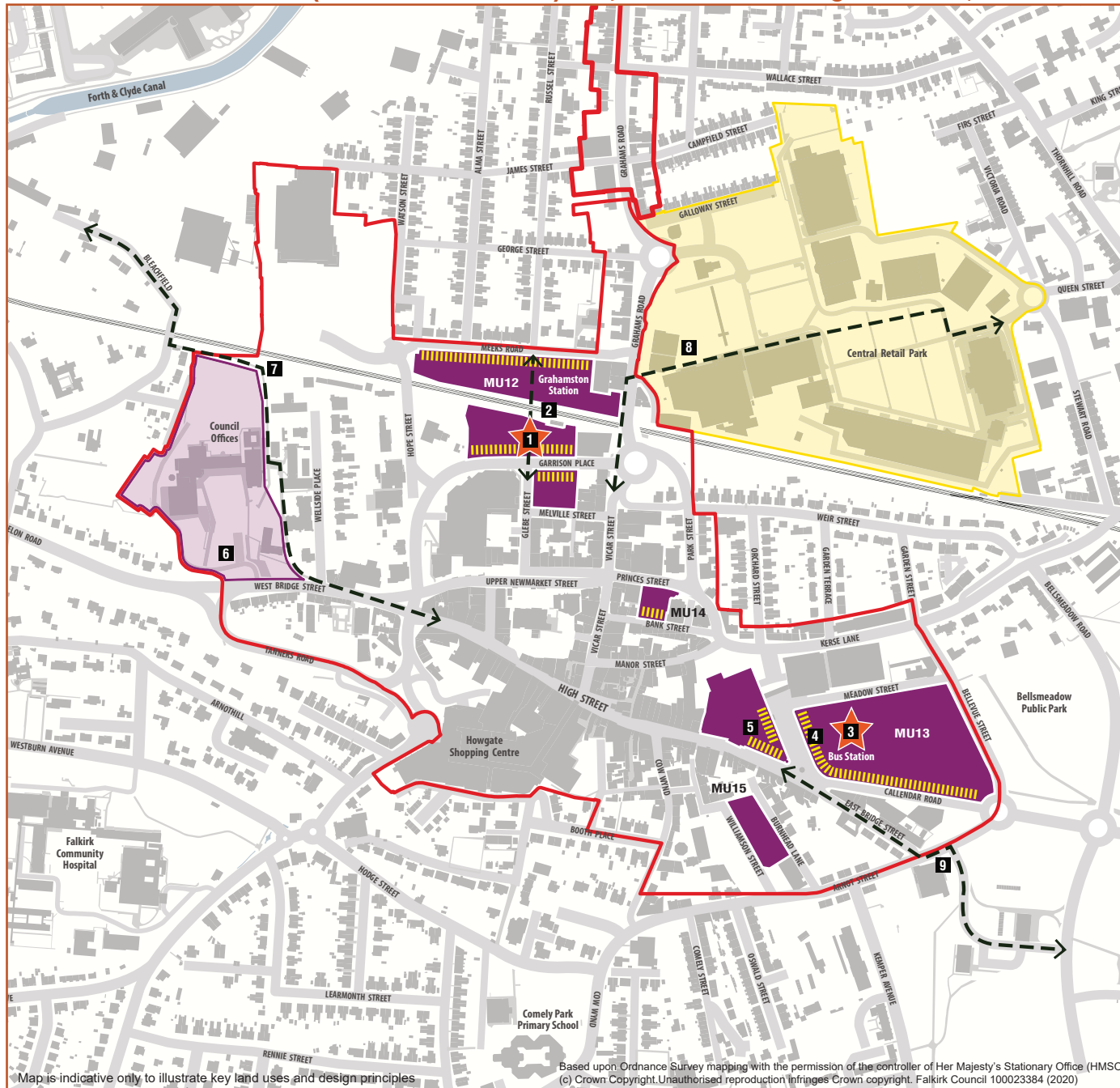
Municipal Buildings Site

- High quality frontage/landscape treatment required to West Bridge Street at this important gateway to the Town Centre. **6**
- Site lies between two Conservation Areas - quality of design and materials critical to protecting and enhancing their setting.
- Opportunity to improve pedestrian link connecting Town Centre to the canal via Bleachfield. **7**

Other Requirements

- Transport assessment likely to be required for significant proposals.
- Opportunities for improved pedestrian/cycle links to Helix **8** and Callendar Park. **9**

Falkirk Town Centre (Sites MU12-MU15) Major Areas of Change: Development Guidance



Key

- Mixed Use Redevelopment Opportunity
- Potential Redevelopment Opportunity
- Town Centre Boundary
- Central Retail Park (Commercial Centre)
- Improved Arrival Points
- Improved Pedestrian/Cycle Connections
- Key Frontages
- 1 Key Principles (see text opposite)

Overview Map



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

Falkirk Gateway Strategic Growth Area/Falkirk Investment Zone

Vision

The Falkirk Gateway is one of the most important economic development opportunities in the Falkirk Council area, at the heart of the Falkirk Investment Zone. It is envisaged as a new urban quarter with a vibrant, mixed use character. The new Forth Valley College campus and the Helix/Kelpies will help to provide a catalyst for a range of business uses, including uses which will support the growing visitor economy in the area. Development will be enabled by infrastructure improvements delivered through TIF. Residential use, both at the old college site, and within the greenfield Falkirk Gateway site, will add to the vitality of the area. Retail use will have less of a role than previously envisaged, to ensure growth is complementary to Falkirk Town Centre. The completion of the Falkirk Stadium is also an important aspiration. The creation of a strong sense of place, with a pleasant environment that is easy to move around, is vital. This will require a strong unifying strategy for green infrastructure, landscape and public realm which integrates with the wider green network in the area.

Land Use

Falkirk Gateway (MU16)

- Business;
- Leisure and tourism (hotel/conference, food and drink);
- Housing (indicative capacity 100) to include 15% affordable housing;
- Retail (neighbourhood food retail/non-food retail subject to retail assessment);
- Public realm.

Process

- Preliminary Development Framework for the Falkirk Gateway/Stadium has been produced and approved by the Council, which divides overall site into Zones. Planning Statement with more detailed guidance has been provided for Zones 1 and 4. Each zone will require a masterplan. Grangemouth Road site will also require a masterplan.

Key Principles

Falkirk Gateway (MU16)

- Primary vehicular access to be taken off the A9 Northern Distributor Road and Etna Road. Secondary access to Zone 1 from A904 Grangemouth Road via new FVC campus.
- Comprehensive landscape and public realm strategy required with particular emphasis on high quality boulevard planting along A9/A904 providing soft transition to Helix, **1** and discrete areas of high quality public realm within Zones. **2**
- Comprehensive active travel network required including provision for strategic east-west Helix to Town Centre green corridor and path route, **3** north-south route connecting the different Zones, **4** and connections to adjacent areas and routes.
- Buildings to be located and orientated to give clear block structure with frontages addressing public streets and spaces. Attractive built frontages of sufficient scale required along A9, with particular focus on 'gateway' status of Westfield roundabout.
- Preferred location of housing is within Zone 4 adjacent to existing residential area at Alexander Avenue. **5**
- Zone 5 to deliver an active and attractive interface with the Forth and Clyde Canal. **6**
- As part of strategy for surface water management, use of water as an amenity feature should be explored.

Falkirk Stadium (BUS05)

- Business;
- Leisure and Tourism (sports facilities).

Grangemouth Road (H41)

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

Falkirk Stadium (BUS05)

- Priority to be given to delivery of east stand. **7**
- Potential for infilling of corners of stand to be explored. **8**
- Development potential of area to the south of the stadium to take account of oil pipeline and overhead power line. **9**
- Green belt area to east of stadium has potential for compatible outdoor leisure and recreation uses to complement the Helix. **10**

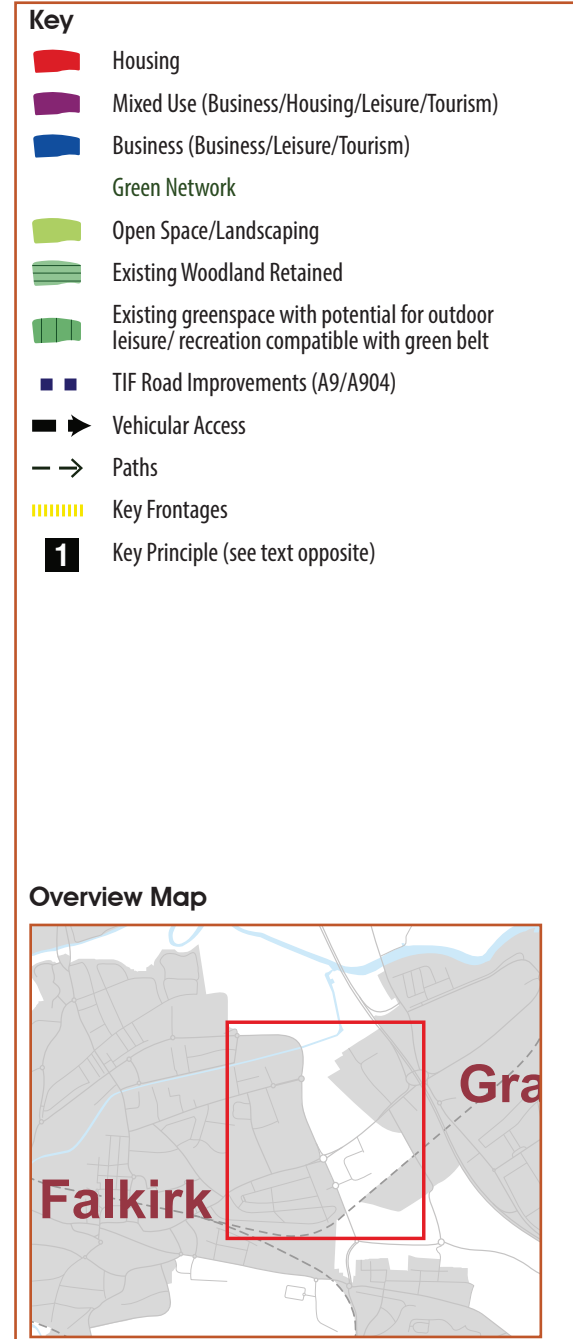
Grangemouth Road (H41)

- Vehicular access to be taken off Middlefield Road
- Built frontages required to Grangemouth Road and Middlefield Road
- Provision to be made for strategic east-west Helix to Town Centre green corridor and route through site. **3**
- Existing college playing field and associated woodland to be substantially retained. This will meet open space requirements for site. Development should take account of the playing field and not impede its use. **11**

Other Requirements

- TIF is delivering transport improvements including upgrading of Westfield roundabout, A9 and A904 to facilitate development at Falkirk Gateway. Transport assessment may be needed for Grangemouth Road site and any uses at Falkirk Gateway beyond those currently envisaged.
- Drainage assessments required for these flat and relatively low-lying areas. Drainage strategy has already been prepared for Falkirk Gateway Zones 1 and 4.
- Flood risk assessment will be required for all sites.
- All significant footfall generating development will require to be subject to sequential town centre first approach and appropriate impact assessment (as set out in Policy JE09).
- For housing, contributions to education provision to be in accordance with relevant Supplementary Guidance.
- Green belt to the east of Falkirk Stadium lies within Major Hazard Consultation Zone which may limit scale and type of uses.

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



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

Falkirk North Strategic Growth Area

Vision

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

Land Use

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

Process

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

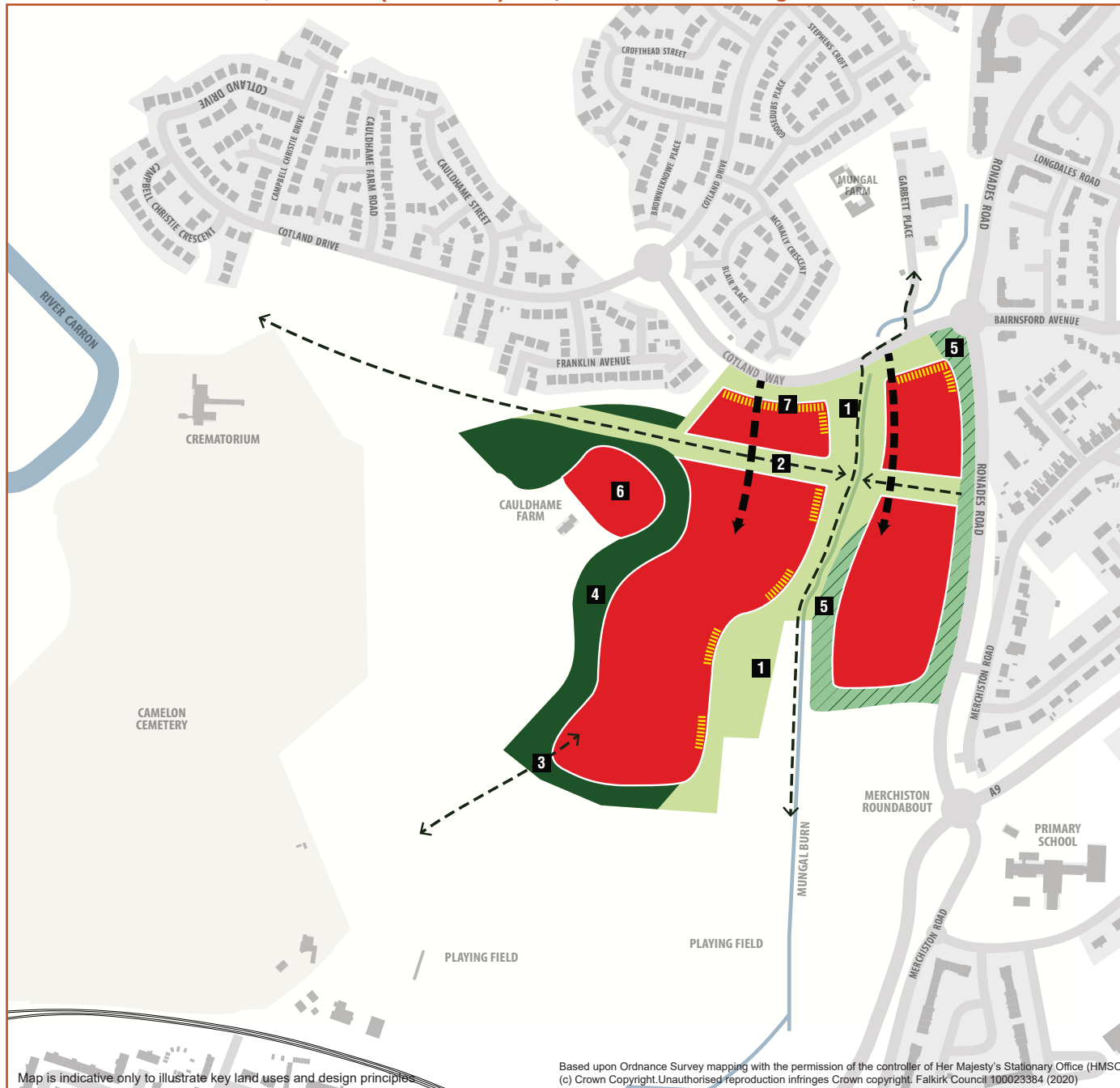
Key Principles

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

Other Requirements

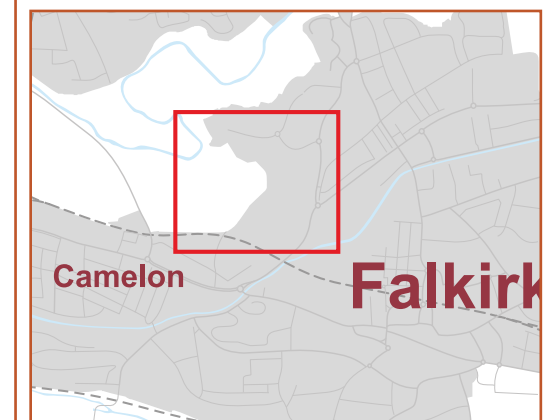
- Contributions to education provision to be in accordance with relevant Supplementary Guidance.
- Transport assessment required.
- Flood Risk Assessment required.

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



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

Overview Map



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

Falkirk Canal Corridor Strategic Growth Area

Vision

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

Land Use

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

Process

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

Key Principles

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

Other Requirements

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

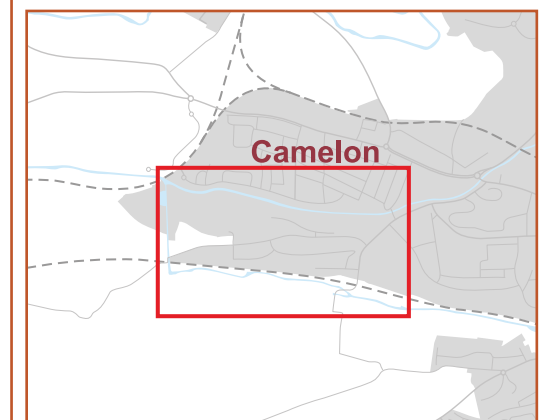
Portdownie, Falkirk (Site MU11) Major Areas of Change: Development Guidance



Key

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

Overview Map



Grangemouth - Settlement Statement

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

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

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

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

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

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

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

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



Grangemouth - Proposals and Opportunities

Housing	
Grangemouth	
H45	Avonhall
MU21	Glensburgh

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

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

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

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



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

Grangemouth Investment Zone

Vision

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

Land Use

Bo'ness Road

- Chemicals Sciences.

Wholeflats Road

- Business and Industry/Chemical Sciences.

Process

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

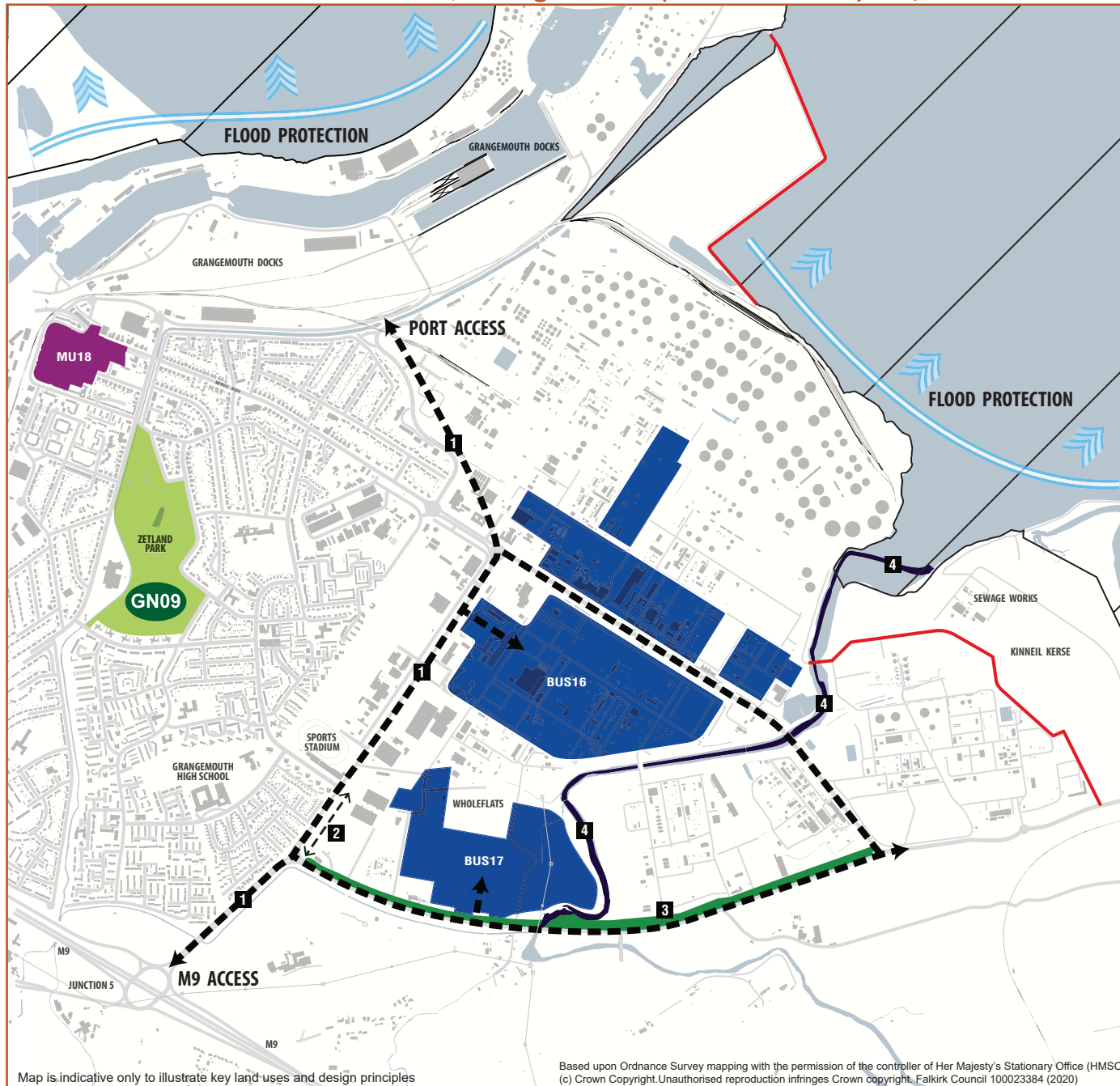
Key Principles

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

Other Requirements

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

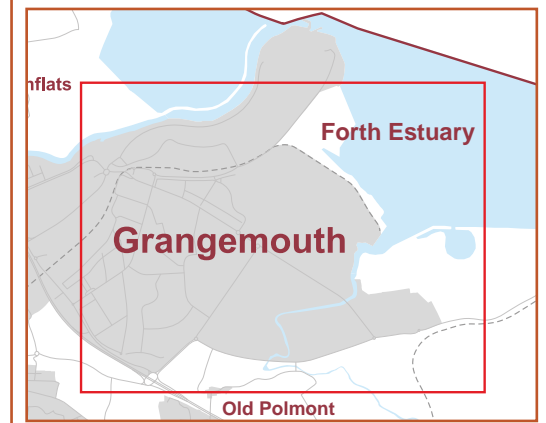
Bo'ness Road/Wholeflats Road, Grangemouth (BUS16/BUS17) Major Areas of Change: Development Guidance



Key

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

Overview Map



Larbert and Stenhousemuir - Settlement Statement

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

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

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

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

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



Larbert and Stenhousemuir - Proposals and Opportunities

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

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

Rural North - Settlement Statement

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

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

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

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



Rural North - Proposals and Opportunities

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

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