

LDISSUE: LDMI19**Sustainable Community Growth**Name: **John**

02904/FLDP_MIR/3001/001

Comment:

Concerned about the level of housing growth promoted in the Longcroft area due to its impact on: the local and trunk road network; local schools; and doctors surgeries.

Response:

Comment noted. The Proposed Plan sets out the key infrastructure projects which are needed to address existing deficiencies and support growth in communities. In addition, developer contributions will continue to play an important role in delivering infrastructure which is required to mitigate the impacts of new development.

Comment:

Building new houses within the greenbelt should not be allowed. Suggest that the "original" green belt should be brought back.

Response:

Comment noted. No further green belt releases are proposed in the Proposed Plan

Comments 2

Name: **1936 Investments**

02708/FLDP_MIR/3004/001

Comment:

1936 Developments seek the allocation of a site at Redding Road, Redding for housing (site 146). The site is currently under-utilised as a greenfield site. There are no ecological constraints on site, as evidenced by the extended Phase 1 survey. There are delivery difficulties with larger housing sites, and the Council should consider allocating smaller sites such as Site 146 as there are no significant upfront infrastructure costs.

Response:

The site is not identified as a housing proposal within the Proposed Plan. Whilst the site is no longer identified as a SINC (local ecological designation) its narrow shape, elevation, topography and proximity to railway would make it a difficult site to develop in a satisfactory way. Development may also result in adverse landscape and visual impacts, given the elevated nature of the site.

Comment:

The Council should consider allocation of sites at Standrigg Road, Wallacestone (site 147) and Redding Park North (site 145) for housing. There is a demand for housing development in these localities.

Response:

Standrigg Road 1 (site 147) is not identified as a housing proposal in the Proposal Plan. Reasons include low accessibility, potentially significant landscape impacts and cumulative impacts on the local road network. Redding Park North (site 145) is also not identified as a housing proposal in the Proposal Plan. Reasons include unsuitable vehicular access, low accessibility, potential loss of on-site woodland, impact on the green and habitat network and setting of the Union Canal.

Comments 2

Name: **Ms Carol-Ann Anderson**

02888/FLDP_MIR/3001/001

Comment:

Wesleymount Farm (Site 220) in its entirety should be considered as a site for housing. There is much need for housing in the area and this site would be an ideal location for more social housing

Response:

The site does not represent a logical or necessary extension of the village in general. Church Road is constrained and is not favoured as a means of accessing substantial additional development. The site is of questionable effectiveness, and a number of other sites in the area have been de-allocated. Consequently, the site is not proposed for allocation for residential development in the Proposed Plan.

Comments 1

Name: **Ms Emily Anderson**

02896/FLDP_MIR/3001/001

Comment:

Objects to the allocation of land for housing at Crawfield Road, Bo'ness (site 102). Site is green belt. Bo'ness does not have the infrastructure to cope with this amount of unaffordable housing. New build houses at Kinglass are unaffordable by young people trying to get on the housing ladder. Crawfield Road housing would be even more expensive. Bo'ness needs more social housing and amenities such as reliable bus routes and more shops. Other land should be considered instead.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Mr Ian Angus-Felton**

02902/FLDP_MIR/3001/006

Comment:

There is no scope for further growth in the lower Braes due to school capacity issues and roads issues.

Response:

Comment noted. The focus for growth is located within areas where there is remaining infrastructure capacity to accommodate new development.

Comments 1

Name: **Mr James Anthony**

00570/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr Anthony seeks the inclusion of a site at Irene Terrace (Site 210) for housing in the form of 5 self-build plots. The development would support local services including the school, and the site can be considered effective and deliverable. The proposed development would also deliver community benefit in the form of access improvements, and the transfer of land to community ownership.

Response:

The site is not allocated for development in the Proposed Plan. Development would constitute backland development, and would not be sympathetic to the prevailing settlement pattern. There are also access issues, and the effectiveness of the site is not clear.

Comments 1

Name: **Mr & Mrs Robert & Mary Anthony**

02861/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr and Mrs Anthony support the proposal for 5 self-build plots at Irene Terrace, Standburn (site 210). The proposed houses would be ideal starter homes, and there is a shortage of self-build plots in the area.

Response:

The site is not allocated for development in the Proposed Plan. Development would constitute backland development, and would not be sympathetic to the prevailing settlement pattern. There are also access issues, and the effectiveness of the site is not clear.

Comments 1

Name: **Ruth Arnott**

00964/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Oppose the development of new houses on farmland at Sunnyside Road (Site 221). The area is already over developed, local infrastructure is not suitable for increased development.

Response:

The site is not identified as a housing proposal in the Proposed Plan.

Comments 1

Name: **Mr James Ashe**

02761/FLDP_MIR/3001/008

Comment:

Idea of retirement housing in Maddiston is supported. Queries the selling off of lots of the original sheltered housing in the area.

Response:

Support noted. The Council also has an ongoing programme of Council housing delivery, which can include supported housing for additional needs.

Comment:

MIR2 Braes and Rural South Sites

Objects to any potential development at Parkhall North (site 141). This would ruin the rural feel of the villages.

Response:

The site assessment (Technical Report 2) acknowledges the relatively low accessibility of the site, as well as the constraints including potential landscape and heritage impact. However, given the perceived need for the development of a care village, the site is included an allocation for retirement housing and a care home in the Proposed Plan. The focus continues to be on existing sites in the Maddiston East Strategic Growth Area.

Comment:

MIR2 Braes and Rural South Sites

Supports the retention of Maddiston Fire Station (site 140) for business related development, as opposed to housing.

Response:

Support noted.

Comments 3

Name: **AWG Property**

00906/FLDP_MIR/3002/004

Comment:

The preferred option for Bo'ness is supported. Progress with the recently consented development at Borrowstoun Road demonstrates there is a need for housing in Bo'ness. Growth through LDP2 would be consistent with the identification of long-term high growth potential in the current LDP. The site at Crawfield Road (site 102) is preferable to the alternative options set out in the MIR.

Response:

The preferred option for Bo'ness in the MIR has not been carried through into the Proposed Plan. A strategy of consolidation is proposed instead, with no further allocations over and above existing commitments. The existing sites which form part of the Bo'ness South East Strategic Growth Area provide for a substantial level of growth in the town over the plan period, and the completion of the Drum development is considered the priority.

Comment:

MIR2 Bo'ness Sites

Promotes site at Crawfield Road, Bo'ness (site 102) for housing and welcomes its inclusion as a preferred option for a new Strategic Growth Area in the MIR. The site provides an ideal opportunity to sustain and deliver long-term housing growth in Bo'ness. Site opportunities and constraints are revisited to reflect updated information, including landscape, green belt, access and transport, drainage, flooding, ground conditions, ecology and cultural heritage. A revised concept masterplan is provided.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 2

Name: **Balfour Beatty Homes**

02702/FLDP_MIR/3002/001

Comment:

MIR2 Rural North Sites

Seeks the inclusion of Blairs Farm Torwood (site 152) for a mixed use development including residential (50 units), a hotel/restaurant, a local shop, a Garden Centre, public open space and woodland planting. The site comprises flat agricultural land adjacent to Torwood.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. It would represent a major extension of Torwood on the opposite side of the A9. There are significant environmental impacts, as well as education constraints and access issues. Given the lack of local facilities and poor accessibility to other services, significant housing growth in Torwood is not favoured.

Comment:

MIR2 Rural North Sites

The preferred allocation at Newton Avenue South Skinflats (site 165) should not be supported going forward. Aside from a range of related environmental impacts there is simply no likely market for such a development.

Response:

Newton Avenue South Skinflats (site 165) has not been identified as a housing proposal in the Proposed Plan.

Comments 2

Name: **Ms Janice Baxter**

02862/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the proposed allocation of site at Crawfield Road, Bo'ness (site 102).

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Bellsdyke Consortium (NHS Forth Valley/Persimmon)**

02716/FLDP_MIR/3002/002

Comment:

MIR strategy to restrict further growth in Kinnaird SGA and focus on other less buoyant markets is unsustainable and will not deliver the housing land requirement.

Response:

The plan seeks to distribute new homes across the Council area, having regard to infrastructure constraints and not concentrate solely on areas which are favoured by the market. This approach will enable most communities to benefit from new growth.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Support for the re-allocation of Hill of Kinnaird 2 (site 94) to mixed use development. Promotes the site for a range of units between 70-150 well as commercial development and green space. Considers the MIR's indicative figure of 70 units falls short of what can be accommodated on the site.

Response:

Comment noted. The potential for housing on this site is dependent on any residual shortfall from the originally approved 1700 houses for Kinnaird Village. Any breach of the shortfall would have an unacceptable impact on local school infrastructure.

Comments 2

Name: **Ms Rachael Black**

02912/FLDP_MIR/3001/003

Comment:

Concerned that further expansion of Bo'ness to the south will adversely affect the town centre. It would create commuter only housing lacking community spirit. Consideration needs to be given to supporting further development at the Carriden/Muirhouses/Foreshore area.

Response:

No further expansion of the town is proposed in the Proposed Plan, with the focus being on the existing allocated sites, notably Drum Farm. Bo'ness Foreshore is not considered to an effective site for large scale growth due to constraints, high development costs and viability issues. A site at Carriden/Muirhouses has been assessed, but is not considered the best option given significant landscape, ecological, and historic environment impacts, the impact on the character of the village of Muirhouses, and the constrained nature of Carriden Brae as an access to large scale development.

Comments 1

Name: **Blackness Area Community Council**

00054/FLDP_MIR/3001/004

Comment:

The expansion of Bo'ness is supported, as this would help the town centre. Blackness urgently needs more affordable housing to allow families with young children to live in the village.

Response:

Comment noted. No developer interest has emerged in Blackness through the LDP2 process, either from private developers or affordable housing providers.

Comments 1

Name: **Bo'ness Community Council**

00161/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Whilst Bo'ness Community Council understands the need for additional housing in Bo'ness and across the Falkirk Council area, objection is made to the proposed allocation of green belt land at Crawfield Road (site 102) for housing. The Drum development should be completed and the vacant industrial site at Linlithgow Road (site 78) considered before green belt land is utilised. Attention is drawn to flooding on Crawfield Road, cracking in the road and subsidence of the drains, and drainage issues in properties on Blair Avenue.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release. Housing growth in the town is focused on the existing allocated sites at the Drum. The vacant site at Crawfield Lane has been identified for mixed use, with potential for housing as part of this, in order to encourage its redevelopment.

Comments 1

Name: **Mr Campbell Boyd**

02483/FLDP_MIR/3001/004

Comment:

Maddiston has enough housing with what is planned, given the load on community resources, particularly the primary school. Not enough land was allocated to Maddiston PS. To allow for possibly a new school or building a school annex at the Community Centre site and a new Community Centre built on the Fire station site requires that that Fire Station site is not given over the housing.

Response:

Existing sites in Maddiston East and being taken forward into the Proposed Plan, with the addition of retirement/amenity housing at Parkhall Farm 5, which will not impact on Maddiston Primary school. Existing sites can be accommodated through a permanent extension to the school. New housing sites in the Council area are being focused elsewhere, where infrastructure capacity exists to accommodate new development.

Comments 1

Name: **M Bremner**

02919/FLDP_MIR/3001/003

Comment:

Given numbers on the housing waiting list more housing is needed. Given that there doesn't appear to be any land available in Grangemouth for housing other than the nursery site existing housing stock should be upgraded. Stalled sites elsewhere should be removed from the supply if there is no prospect of their development.

Response:

Improvements to existing housing stock are implemented through housing services and would be supported by the plan. The support for the removal of stalled sites is noted.

Comments 1

Name: **Brightons Community Council**

00123/FLDP_MIR/3002/009

Comment:

MIR2 Braes and Rural South Sites

The site at Polmont Station (site 136) is unsuitable for housing. Infrastructure is poor. Improvements to access would destroy the village feel of Station Road. It would involve the loss of countryside. The area has documented flooding issues and would increase coalescence of Polmont and Brightons communities.

Response:

The site is not identified for housing development in the Proposed Plan. The site is an important part of the green network and contributes to the setting and rural character of the Union Canal. Securing a satisfactory access into the site is problematic, given the nature of Station Road at this point, likely need for additional land to be acquired to form an access, and impact on the Polmont Burn corridor.

Comment:

MIR2 Braes and Rural South Sites

The site at Standrigg Road, Wallacestone (site 147) is not suitable for development as it is greenfield and would break the existing defined housing edge, encouraging ribbon development.

Response:

The Standrigg Road site (site 147) is not identified in the Proposed Plan for housing development. The site does not represent a logical extension to the urban area, has low overall accessibility, and there are constraints on the local road network. There would be potentially significant landscape impacts, due to its topography.

Comment:

MIR2 Braes and Rural South Sites

Preferred site at Parkhall Farm North (East) (site 142) is not suitable for amenity/community care housing. It is remote from facilities and public transport. More central locations would be preferable such as Oakbank, Polmont, which is not mentioned in the MIR.

Response:

The site assessment (Technical Report 2) acknowledges the relatively low accessibility of the site, as well as the constraints including potential landscape and heritage impact. However, given the perceived need for the development of a care village, the site is included an allocation for retirement housing and a care home in the Proposed Plan.

Comments 3

Name: **Ms Susan Buchanan**

02715/FLDP_MIR/3003/001

Comment:

MIR2 Braes and Rural South Sites

Susan Buchanan seeks the inclusion of Site 135 for housing within the Proposed Plan.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. It is an isolated location in the green belt, with low accessibility and a range of other constraints, including potential flood risk from the river Avon, and odour from nearby Avondale landfill.

Comments 1

Name: **Cala Homes (West) Ltd**

00512/FLDP_MIR/3002/001

Comment:

MIR2 Larbert and Stenhousemuir Sites

Seeks the allocation of Hill of Kinnaird East (site 134) as a new Strategic Growth Area for a residential-led mixed use development which includes circa 1000 houses (25% affordable), a new primary school, a local centre, community green space and associated infrastructure.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. This site would represent a major extension to the urban area of Stenhousemuir into the green belt, with associated significant environmental impacts. There are also major education and transport constraints.

Comments 1

Name: **Martin Carmichael and Sharon Harley**

00829/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Does not support further housing at Standrigg Road 2 (site 221). The road is extremely busy already and local infrastructure cannot cope with additional housing.

Response:

The Standrigg Road 2 site has not been identified as a housing proposal within the Proposed Plan in the basis of landscape, ecological impacts, as well as concerns about the capacity of local road network infrastructure and low overall accessibility.

Comments 1

Name: **Ms Grace Chalmers**

02771/FLDP_MIR/3001/001

Comment:

Concerned about the land on Muir Drive in Hill of Kinnaird which was supposed to be for a nursing home.

Response:

A planning application for a nursing home on Muir Drive has not been forthcoming. Take up for commercial uses is market dependent.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Agree with proposal for only 70 units on Hill of Kinnaird 2 (site 94), with the rest of the site being used as community space. There is no recreational space for all the houses already built. Suggestion for a hall or games area.

Response:

Support and comments noted.

Comments 2

Name: Mr & Mrs Chance

02750/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to allocation of land at Crawfield Road (site 102) for housing. Site has been previously rejected for housing. It is unsuitable due to speed of traffic and flooding on Crawfield Road, additional traffic generated, and Deanburn PS parking issues. Question as to what education and healthcare provision is proposed.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: Mr Barry Chapman

02879/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to allocation of land at Crawfield Road (site 102) for housing. The site is green belt. There will be adverse impacts on wildlife habitats and woodland, including Bo'mains Meadow. Flora and fauna will be adversely affected. Development will increase traffic causing pollution and noise. People will travel to Linlithgow for shops and services with adverse impacts on parking, pollution and congestion in Linlithgow High Street. The area is used by locals and tourists for recreation, including the John Muir Way. Development will damage the character and amenity of established areas.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: Ms Kate Christie

02922/FLDP_MIR/3001/006

Comment:

Local amenities in the Lower Braes area are already stretched to capacity and more housing would make matters worse. Supporting infrastructure has to be in place before allowing large scale developments to go ahead.

Response:

Comment noted. The focus on growth within the Braes in the existing LDP and going forward to LDP2 is to focus growth on areas where there is infrastructure capacity to accommodate development, or where capacity enhancements can be clearly deliverable in conjunction with new development. The Proposed Plan continues to focus development at Maddiston East.

Comments 1

Name: Mr Gordon Cook

00890/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential development of the site at Standrigg Road, Brightons (site 221) for housing. The area has been allowed to grow over recent years with no increase in supporting infrastructure. Issues include inadequacy of roads/footpaths in the vicinity, capacity issues at local schools, and parking issues at Polmont Station.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Mr Eric Craig**

02395/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to the potential development of land at Station Road, Polmont (site 136) for housing. Station Road is very narrow at this point and buses and large vehicles cannot pass together. Development here, plus extra station parking, would create traffic safety and congestion problems.

Response:

The site forms part of the Green Network, and contributes to the setting and rural character of the Union Canal. The access is problematic from Station Road, and would require the culverting and crossing of the burn, which may exacerbate flood risk. Consequently, the site is not identified for development.

Comments 1

Name: **Mr J K Craig**

02249/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential residential development site at Standrigg Road, Wallacestone (site 147). Housing will take up a large area of green belt and adversely impact on wildlife and countryside recreation. Standrigg Road and surrounding area are not built to cope with the huge increase in traffic that will result. Local infrastructure such as schools, GP surgeries, Polmont rail station parking, and electricity supply network cannot support this development. Extensive development in the Braes has been ongoing for some time.

Response:

The site is not identified for housing development in the Proposed Plan. The site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site also has low accessibility due to its location in relation to local services, and the issue regarding the provision of a footway along the length of Standrigg Road.

Comments 1

Name: **Craigrossie Properties**

00904/FLDP_MIR/3002/001

Comment:

MIR2 Braes and Rural South Sites

Craigrossie Properties seek the inclusion of the site at Greenwells Farm North (site 138) for housing development of around 90 units. The site is considered effective and deliverable. The site could form a rounding-off of the settlement edge. The development would provide open space, affordable housing and other community benefits. The site is also relatively accessible and sustainable. A masterplan has been prepared for the site.

Response:

The site at Greenwells North would represent a western expansion of Maddiston into the countryside. Landscape impacts are potentially significant and would limit the area that could be developed. Education capacity is an issue, although constraint may be overcome through pre-zoning to Wallacestone PS, although this would split the community between two schools. Given the scale of recent and committed growth in Maddiston, further growth is not favoured at this time. The site is therefore not included as a residential allocation in the Proposed Plan.

Comments 1

Name: **Lesley Crozier**

02823/FLDP_MIR/3002/001

Comment:

MIR2 Braes and Rural South Sites

Does not support allocation of non-preferred site at Station Road, Polmont (site 136). The site is a greenfield site, and offers views towards the canal and Erskine Hill. There are also mature trees on site, which should not be felled. The site is also of ecological value. The site is at risk of flooding, and an additional 125 houses would exacerbate parking problems and air pollution at Brightons Cross. It should also be noted that the land adjacent to the proposed entrance to the site is a private lane.

Response:

The station Road site is not identified as a housing proposal in the Proposed Plan. The site forms part of the Green Network, and contributes to the setting and rural character of the Union Canal. The access is problematic from Station Road, and would require the culverting and crossing of the burn, which may exacerbate flood risk.

Comments 1

Name: **Ms Sinead Currie**

02779/FLDP_MIR/3001/004

Comment:

MIR2 Larbert and Stenhousemuir Sites

Disagree that Hill of Kinnaird 2 (site 094) should be developed for houses. Large green space with a community centre and businesses would be highly beneficial to the area much more than new houses. In so doing the Council prioritises builders and their income rather than building a community.

Response:

Hill of Kinnaird 2 is identified as a mixed use site which includes housing as well as business/community in the Proposed Plan. Housing capacity is dependent on the residual shortfall from the originally approved 1700 house for Kinnaird Village.

Comments 1

Name: **Mr Douglas Dewar**

02893/FLDP_MIR/3001/005

Comment:

MIR2 Larbert and Stenhousemuir Sites

No houses should be built at Stirling Road (site 133). The road cannot handle any more traffic and given ambulances get caught in congestion there are safety implications. Development would impact on the Maggie Centre and Bungalows.

Response:

The site has not been identified as a housing proposal in the Proposed Plan.

Comments 1

Name: **Mr George Drummond**

02744/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to Crawfield Road site (102) due to the fact that it is green belt, bordering a nature reserve, with adverse impacts on environment, wildlife, town centre and town's historic identity. Focus should instead be on redeveloping the Bo'ness Foreshore site for tourism/housing/marina as it is brownfield and will benefit the town centre.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release. Bo'ness Foreshore is not considered to an effective site for large scale growth due to constraints, high development costs and viability issues.

Comments 1

Name: **Ms Rhonda Drummond**

02743/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to allocation of Crawfield Road site (102). Site offers no long term employment opportunities, in contrast to Bo'ness Foreshore which should be pursued instead. Concern expressed about impact on infrastructure, particularly Deanburn PS (capacity and constrained access) and doctor's surgeries. There are numerous brownfield sites in the town which can be used instead. Building on the outskirts of the town threatens the heart of the town.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Mr David Erskine**

02880/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Consideration should be given to developing land for housing at Greenwells Farm to the west of Shieldhill. There is high demand for housing in the area. A road from the football park to Darnrigg Road would ease congestion at the primary school and the village. The land is not at risk of flooding and is of poor agricultural quality.

Response:

The representation has not identified the location or extent of the site being proposed, or provided any information to support its promotion as a housing site. It is therefore not possible to assess it as a formal site submission. Provision has been made for a substantial housing site at Hillcrest at the western end of Shieldhill.

Comments 1

Name: **Falkirk Towns Ltd**

00605/FLDP_MIR/3001/002

Comment:

Mention of the Town Centre as a location for growth and the emphasis on town centre living is welcomed.

Response:

Support welcomed.

Comments 1

Comment:

Grangemouth is a constrained area for housing allocations and the site at Glensburgh (088) could address this issue. Objection is made to; the housing supply target (Fig. 4.2) and housing land requirement and a more generous flexibility allowance would be supported; the proposed distribution of housing allocations by settlement (Fig. 4.4); the preferred spatial strategy (Fig 4.5); Grangemouth preferred option (Para. 4.46); Tourism Nodes and Opportunities (Fig. 5.6); Spatial Strategy Jobs and Economy (Fig 5.7) and Appendix 1 Site Schedules Grangemouth.

Response:

The site at Glensburgh is in the ownership of the Council apart from a small area next to the motorway and is allocated for business and industry. The housing land target is derived from the Housing Need and Demand Assessment (HNDA) and reflects current projected population and household growth. A review of existing land supply has been undertaken and the housing land requirement includes a flexibility allowance of 14%.

Comment:

MIR2 Grangemouth Sites

The growth in tourism in the area is welcomed and the site at Glensburgh (088) should be retained in LDP2 for mixed use including residential and tourism. There is an over supply of employment land in the area. Glensburgh can support improvements in townscape quality, the green network (linking into the Helix) and housing development and a development brief should be prepared. Objection is made to the preferred option in the MIR (paragraph 5.48, Fig. 5.6) which is too prescriptive and alternative sites should be identified to allow greater flexibility and potential for tourism growth.

Response:

The plan identifies a number of tourism networks and nodes and Policy JE01 supports tourism development across the Council area. The Council owned Glensburgh site is considered an appropriate location for business and industry.

Comment:

MIR2 Rural North Sites

There is no justification for Newton Avenue South (Site 165) to be allocated in advance of Newton Avenue North (Site 153).

Response:

Neither site has been identified as housing proposals in the Proposed Plan. Potential flood risk issues, combined with high development costs, and uncertain marketability suggest neither site is likely to be effective.

Comment:

MIR2 Rural North Sites

Seeks inclusion of Newton Avenue North Skinflats (site 153) in LDP2. It forms back land development close to the Primary School and related village facilities and is much more accessible than the Council's own site (165) which they have allocated for housing.

Response:

The site has not been identified as a proposal in the Proposed Plan. Potential flood risk and access issues, combined with high development costs and uncertain marketability suggest the site is unlikely to be effective. The site at Newton Avenue South (203) has likewise not been allocated due to flood risk concerns.

Comments 4

Comment:

Preference is for as little housing as possible in Larbert, as the area is under stress with the amount of housing that has been built. If Larbert is to absorb any housing the business park would be the best place for it.

Response:

Larbert and Stenhousemuir is identified as a settlement with low growth potential. There is only one additional housing opportunity at Hill of Kinnaird 2 (MU19) which is identified for mixed use development. Site capacity will be dependent on any residual shortfall from the original approved 1700 houses for Kinnaird Village.

Comments 1

Comment:

The level of development planned for Maddiston, Brightons and the Braes area is about right. There is limited capacity within the infrastructure and environment for more.

Response:

Comment noted.

Comment:

MIR2 Braes and Rural South Sites

Objects to the potential development at Standrigg Road, Brightons (site 221) and agree with the reasons why it is not proposed for development in the MIR, i.e. Road safety, infrastructure and biodiversity.

Response:

Objection noted. Standrigg Road (Site 221) site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site is therefore not identified for housing development in the Proposed Plan.

Comments 2

Name: **Mr Kenneth Gardiner**

02745/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Slamannan Road 2 (site 054) should be extended to include further land to the north and west. Other allocations in the village have not come forward and identification of this wider site would benefit the village.

Response:

The extension of Slamannan Road 2 is not supported in the Proposed Plan. It would extend the current brownfield allocation into greenfield land. It does not represent a good fit with the existing settlement form. Existing allocated sites in the village have remained undeveloped due to low market demand, so there is no justification for increasing the size of the site.

Comments 1

Name: **Garthill Developments Limited**

02710/FLDP_MIR/3002/004

Comment:

Reduction in the housing land allocation for the Falkirk settlement area is criticised given its status as the sub-regional centre. It is a more sustainable location for housing than other settlements. More sites in Falkirk, such as Slammanan Road (site 120) should be allocated.

Response:

1,073 units have been allocated for the Falkirk settlement area, which is the highest of all the settlement areas, and is considered a generous level of growth reflecting its status as the principal town in the Council area.

Comment:

MIR2 Falkirk Sites

Seeks allocation of site at Slamannan Road, Falkirk (site 120) for housing (19 units), and reconsideration of its non-preferred status in MIR. Site meets the criteria for effectiveness and would improve housing choice in the area, with no serious impact on the local community and local infrastructure. Proposed new open space and footpaths will bring benefits. Landscape, biodiversity, flood risk, and cultural heritage issues can be overcome through suitable mitigation and further investigation.

Response:

The site at Slamannan Road has not been identified as a proposal in the Proposed Plan. The site forms part of a green corridor along the Union Canal which is of ecological value as well as providing a rural setting for the canal at this location. Notwithstanding the mitigation proposed, there are likely to be adverse visual and ecological impacts.

Comments 2

Name: **George Russell Construction Ltd**

00313/FLDP_MIR/3002/001

Comment:

MIR2 Rural North Sites

Support for the inclusion of low rise housing and visitor centre at Main Farm Airth (site 148). Promoter would agree to a legally binding occupancy restriction to over 55 yrs removing any adverse impact on school roles. Visitor centre will enhance tourist potential in the area and provide jobs.

Response:

The site is not identified as a mixed use proposal in the Proposed Plan. There are potential significant landscape impacts, education capacity constraints, and access difficulties. Given the level of past growth, and existing allocations in the village, further significant expansion of Airth is not favoured.

Comments 1

Name: **Ms Donna Gillooly**

01184/FLDP_MIR/3001/001

Comment:

There should be no release of green belt land for housing in Bo'ness. Greenspaces should be left alone and not built upon. Demand is from people moving from Edinburgh who will bring nothing to the community. There are not the amenities to support 550 new houses in the town, and no jobs in the local area.

Response:

No release of green belt land for housing is now proposed in the Proposed Plan. The site at Crawfield Road has not been allocated as a housing proposal due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Gladman Developments Ltd**

01258/FLDP_MIR/3001/005

Comment:

The Council's preferred approach to focus the majority of new homes in the Bo'ness area and taking a position of low growth for Larbert is opposed.

Response:

The Proposed Plan spreads growth across the Council area, having regard to infrastructure and other constraints. Bo'ness accounts for only 10% of allocations which is not considered disproportionate. Larbert/Stenhousemuir has a relatively low level of allocations, reflecting education and other constraints which have arisen from a prolonged period of high growth over recent years.

Comment:

The Council's concerns regarding the delivery of infrastructure are noted. However the education capacity situation in Larbert is overstated and the Council should remove sweeping statements and negative presumptive text relating to their views on the viability of development.

Response:

The capacity issues at Larbert HS are well known and documented. In the absence of a satisfactory and deliverable solution to these issues, it would be inappropriate to promote further significant growth in this settlement.

Comment:

MIR2 Braes and Rural South Sites

Gladman seek the allocation of a site at Standrigg Road 2 (site 221), including open space and associated infrastructure. The site is considered to be effective and deliverable, and would integrate successfully with the settlement.

Response:

The site is not identified as a housing proposal in the Proposal Plan. The site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. There would be visual and landscape impacts, and the local transport infrastructure is substandard.

Comment:

MIR2 Braes and Rural South Sites

Gladman support the current allocations at Maddiston East SGA, and additionally, are seeking the inclusion of a site at Parkhall Farm North-west for housing (Site 189). The site would make a significant contribution to the housing land supply, and can be considered effective and deliverable. The site would also assist in delivering the Council's preferred access strategy. The site would also contribute to the extension of Maddiston Primary School. Documents submitted under application P/14/0707/PPP demonstrate how the site can be brought forward.

Response:

The site would be a substantial greenfield expansion, with significant landscape issues given the presence of the ridgeline and the elevated nature of parts of the site. There is no available capacity at Maddiston PS over and above existing and proposed allocations. Access issues would require to be resolved, in the context of the wider Maddiston East area. Consequently, the site is not included as a residential allocation in the Proposed Plan.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Promotes site at Stirling Road (site 133) within the RSNH site for housing (60 units). It offers a sustainable location, is of a modest scale and offers incremental growth in keeping with the pattern of development in this area. It is an effective site and has attracted strong housebuilder interest.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. Development would lead to the loss of prime quality agricultural land and would impact on the setting of category B listed Larbert House/Stables and the Larbert House estate non-inventory designed landscape. Capacity constraints at Larbert High School mean that further housing growth in Larbert/Stenhousemuir is not supported.

Comments 5

Name: **Grangemouth (including Skinflats) Community Council**

02723/FLDP_MIR/3001/005

Comment:

Dated housing stock should be demolished and rebuilt or modernised. Failure to do this will impact on the community demographic and social profile. If people's housing needs change they should be able to access a choice of homes in their community rather than having to move away. A wider choice of homes close to major job opportunities could reduce increasing commuting traffic in and out of Grangemouth. Reduction in traffic movements could also alleviate problems on the wider road network and improve air quality.

Response:

While there are no planned demolitions at present it is acknowledged that this has been carried out in the past with replacement housing and the housing calculations acknowledge the potential for demolitions to occur during the lifetime of LDP2. The potential for further housing in Grangemouth to reduce commuting traffic is noted.

Comments 1

Name: **Greenwells Developments**

00889/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Greenwells Developments are seeking the inclusion of a site at Greenwells Farm (site 139) for housing in LDP2 with the potential for mixed use elements, including a farm shop and cafe. The site is relatively small and is considered effective and deliverable. A number of expressions of interest from developers have been received. Initial feasibility studies relating to potential constraints has also taken place. Allocation of the site would address the housing shortfall, and offer an alternative to larger, high-risk sites. The site will also deliver affordable housing and greenspace.

Response:

The site would represent a western expansion of Maddiston into the countryside. Landscape impacts are significant, and site has relatively low accessibility. Education is an issue, although constraint may be overcome through pre-zoning to Wallacestone PS, and this would split community between two schools. Current growth on the Braes is focused on sites at Maddiston East.

Comments 1

Name: **Ms Sandra Hallows**

00888/FLDP_MIR/3001/005

Comment:

MIR2 Braes and Rural South Sites

I strongly object to any additional housing development being undertaken at Standrigg Road. I have concerns about the additional strain on local services and infrastructure such a development would have: Local schools and health centres are at capacity; the mains sewer is at capacity; increased vehicular traffic caused by new development will adversely affect road safety along Standrigg Road and Sunnyside Road and the junction of Sunnyside Road and the B805 due to restricted width and lack of adequate footways; and Polmont Station car park is currently overflowing onto adjacent streets. Additional traffic will exacerbate this problem.

Response:

Comment noted. LDP2 does not propose housing development within Wallacestone, including along Standrigg Road.

Comments 1

Name: **Mo Hamilton**

02795/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Does not support the allocation of a site at Standrigg Road, Wallacestone (site 147) for residential development. Development would cause the value of objectors property to decrease. Standrigg Road is identified as a bus route in the submission, but the closest stop has not been functional as a bus stop for 25 years. There are concerns about traffic into Standrigg Road, in terms the narrow width of the road, as well as impacts from construction traffic. There is no capacity at Wallaceston Primary or Maddiston primary, California has limited capacity. The Council would have to provide buses for any rezoning to California as there is no safe walking route. There is wildlife present on the site including badgers, bats, deer, foxes and voles. There are flooding and drainage issues within the site. Persimmon claim that they own the site, but access is via a private drive.

Response:

The site is not identified for housing development in the Proposed Plan. The site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site also has low accessibility due to it's location in relation to local services, and the issue regarding the provision of a footway along the length of Standrigg Road.

Comments 1

Name: **Hamilton & Kinneil Estates**

00784/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Hamilton and Kinneil Estates seek the inclusion of a site at Southmuir Farm, California for residential development. The site would form a logical settlement extension. There is capacity at both California Primary and Braes High school. The site is relatively free from constraint, including flood risk and road network capacity. Smaller development sites are more deliverable than larger sites in rural areas and this site is considered to be effective and deliverable.

Response:

The site does not represent a logical extension of the settlement. Church Road is constrained. The site has questionable effectiveness, and there are other sites which have been de-allocated in the Proposed Plan. Consequently, the site is not proposed for allocation for residential development in the Proposed Plan.

Comments 1

Name: **Mr Richard Hannah**

02930/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Online and paper petition with 363 signatories. Objects to the preferred housing site at Crawfield Road, Bo'ness (site 102). Development here will take the focus away from the centre which is in need of redevelopment. The site is green belt whose release should be a last resort. Other areas exist which should be developed instead, e.g. shirt factory site, the Drum and the Foreshore. Development would result in the loss of a beautiful area of countryside and prime farmland, create a fragmented border to the town and endanger a SSSI located nearby.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release. The focus will be on the Bo'ness South East Strategic Growth Area, and in particular the completion of the Drum. Housing opportunities within the urban area are limited. Bo'ness Foreshore is not considered to an effective site for large scale growth due to constraints, high development costs and viability issues.

Comments 1

Name: **Hansteen Land Ltd**

00772/FLDP_MIR/3002/002

Comment:

MIR2 Braes and Rural South Sites

Whitecross New Settlement (site 076) is ineffective and should be removed from the housing land supply.

Response:

The Whitecross proposal has been subject to review, and the Proposed Plan now includes a much reduced housing proposal which is considered to be more realistic and deliverable, with reduced infrastructure requirements. It is considered that this is effective in the period of the plan.

Comment:	MIR2 Braes and Rural South Sites
Residential development should form part of the Gilston site (site 095). Gilston is effective, and would make a substantial contributions to the housing land supply. The site is also accessible.	
Response:	
Gilston is identified exclusively for employment use, with no residential element, in the Proposed Plan. This is on the basis that the site is of strategic importance for economic development. The introduction of residential use would have implications for the flexibility and choice in the business land supply. The site also forms part of the Council's TIF business case. Large scale residential use would pose infrastructure issues for the local area, including education and healthcare. There would also be additional pressures on car parking at Polmont station.	
	Comments 2
Name: Mr Barry Hearse	02825/FLDP_MIR/3001/001
Comment:	MIR2 Bo'ness Sites
Objects to Crawfield Road site (102) due to the fact that it is green belt, the development is out of scale with the area, there would be detrimental impact on local amenities, the site is a designated Special Landscape Area, it would set a precedent for further breaches of the green belt, and construction would create noise and disturbance for local residents.	
Response:	
The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.	
	Comments 1
Name: Ms Dawn Hill	02891/FLDP_MIR/3001/001
Comment:	MIR2 Braes and Rural South Sites
Objects to the potential development of land at Standrigg Road, Brightons (site 221) for housing. Proposed development of this size will not help existing infrastructure. The local primary and hgh schools are at capacity. The surrounding road network is inadequate, particularly the Sunnyside Road junction.	
Response:	
Standrigg Road (Site 221) site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site is therefore not identified for housing development in the Proposed Plan.	
	Comments 1
Name: Historic Environment Scotland	02656/FLDP_MIR/3001/008
Comment:	MIR2 Bo'ness Sites
Bo'ness Foreshore (site 0063) is in the vicinity of Bo'ness Station category A listed building. Impacts can be mitigated through sensitive design.	
Response:	
The Proposed Plan does not identify the site as a development proposal. Instead, the site is identified as open space.	
Comment:	MIR2 Bo'ness Sites
East Muirhouses (site 0105) is adjacent to the Antonine Wall WHS buffer zone on two sides. The development of this site is unlikely to have an adverse impact on the setting of the WHS or nearby scheduled Roman sites.	
Response:	
The site has not been identified as a proposal in the Proposed Plan.	
Comment:	MIR2 Bo'ness Sites
A significant proportion of the eastern end of Cadzow Avenue 2 (site 0107) is within the buffer zone of the Antonine Wall WHS. There is potential for impacts on the WHS. Impacts will require thorough assessment to inform any proposals.	
Response:	
The site has not been allocated as a housing proposal in the Proposed Plan	
Comment:	MIR2 Bonnybridge and Banknock Sites
Banknock South (site 0007) is within the Antonine Wall WHS Bufer Zone and adjacent to the Forth and Clyde Canal SAM. There is potential for adverse impacts on the site and setting of the SAM and potential for the WHS outstanding universal value authenticity and integrity to be affected. Impact on the canal can be mitigated through sensitive design. Impact on the WHS will required thorough assessment to inform any proposals.	
Response:	
The Proposed Plan includes the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through Development Guidance for Major Areas of Change, and the environmental policies of the plan e.G. Policy PE05.	

Comment:

MIR2 Bonnybridge and Banknock Sites

Seabegs Road (site 0011) is located adjacent to the Forth and Clyde Canal SAM and the southern part of the site overlaps with the Antonine Wall WHS. There is potential for the WHS outstanding universal value, authenticity and integrity to be affected. There is also potential for an adverse impact on the setting of the adjacent section of the Antonine Wall. Any development here will need to closely follow the Antonine Wall SPG. Early consultation with HES and the Council's archaeologist is recommended.

Response:

The Proposed Plan includes the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan e.G. Policy PE05 or PE06.

Comment:

MIR2 Bonnybridge and Banknock Sites

Garrngrew Road (site 0061) is within the Antonine Wall WHS buffer zone and adjacent to the Forth and Clyde Canal SAM. There is potential for the outstanding universal value, authenticity and integrity of the WHS to be affected. Impact on the WHS will require thorough assessment to inform any proposals.

Response:

The Proposed Plan retains the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Bonnybridge and Banknock Sites

East Bonnybridge (site 0077) is within the Antonine Wall WHS buffer zone and adjacent to the Forth and Clyde Canal SAM. There is potential for adverse impacts on the site and setting of the canal and potential for the outstanding universal value, authenticity and integrity of the WHS to be affected.

Response:

The Proposed Plan includes the site as a mixed use proposal. Mitigation/enhancement measures for the Antonine Wall and Forth and Clyde Canal scheduled monument are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Bonnybridge and Banknock Sites

Broomhill Road 2 (site 0110) is within the Antonine Wall WHS buffer zone, it also overlaps with the Antonine Wall WHS and SAM. Development of this site has the potential to significantly and adversely impact the outstanding universal value of the WHS and the site and setting of the SAM. HES do not recommend that this allocation is taken forward.

Response:

The site has not been identified as a housing proposal in the Proposed Plan.

Comment:

MIR2 Bonnybridge and Banknock Sites

Bonnyside Road (site 0112) is within the Antonine Wall WHS buffer zone. Development has the potential to adversely impact on the outstanding universal value of the WHS. Development in the southern half of this site has particular potential for significant detrimental impact. HES recommend that the site boundary should be re-drawn to address this concern.

Response:

The site has not been identified as a proposal in the Proposed Plan.

Comment:

MIR2 Bonnybridge and Banknock Sites

Reilly Road (site 0113) is within the Antonine Wall WHS buffer zone. The site also overlaps with the Antonine Wall WHS and SAM. Development of the site has the potential to adversely impact the outstanding universal value of the WHS. Development of the eastern half of the site would be likely to have such significant impacts that HES would not support this allocation being taken forward in its current form.

Response:

The site has not been identified as a proposal in the Proposed Plan.

Comment:

MIR2 Bonnybridge and Banknock Sites

Cumbernauld Road (site 0114) lies within the Antonine Wall WHS buffer zone and there is potential for the outstanding universal value of the WHS to be affected through poorly designed development. Impacts on the WHS will require thorough assessment to inform any proposals.

Response:

The proposed Plan includes the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Bonnybridge and Banknock Sites

Milnquarter Farm (site 0178) is within the Antonine Wall WHS buffer zone and overlaps with the Antonine Wall WHS and SAM. HES would not support this site's inclusion within the plan.

Response:

The site has not been identified as a proposal in the Proposed Plan.

Comment:

MIR2 Braes and Rural South Sites

Steins Brickworks (site 0075) is adjacent to the Antonine Wall WHS and associated SAM. The intervening railway line suggests that there would be no impact on the setting of the scheduled souterrain. Impacts on the Antonine Wall can be mitigated through sensitive design.

Response:

The Proposed Plan retains the site as a mixed use proposal. Mitigation/enhancement measures are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Braes and Rural South Sites

Milnholm Riding Centre (site 0135) lies within the Antonine Wall WHS buffer zone. Poorly designed or overly dense development could detract from the outstanding universal value of the WHS. Impacts on the WHS will require thorough assessment to inform any proposals

Response:

Comment noted. The site has not been identified as a proposal in the Proposed Plan. Reasons include development within the Antonine Wall WHS buffer zone.

Comment:

MIR2 Braes and Rural South Sites

Station Road (site 0136) is adjacent to the Union Canal scheduled monument. There is potential for a significant and adverse impact on the site and setting of the scheduled canal.

Response:

The site has not been identified as a proposal in the Proposed Plan. Reasons include adverse visual impacts on Union Canal.

Comment:

MIR2 Braes and Rural South Sites

Parkhall North (site 0141) overlaps the Union Canal scheduled monument. There is potential for significant and adverse impact on the site and setting of the canal.

Response:

The site has not been identified as a proposal in the Proposed Plan.

Comment:

MIR2 Braes and Rural South Sites

Parkhall Farm North East (site 0142) is adjacent to the Union Canal SAM. There is potential for significant and adverse impact on the site and setting of the canal.

Response:

The Proposed Plan includes the site as a proposal for retirement housing and a care home. Mitigation/enhancement measures for the site's development are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Braes and Rural South Sites

Redding Park North (site 0145) is adjacent to the Union Canal scheduled monument. There is potential for significant and adverse impact on the site and setting of the canal.

Response:

The site has not been identified as a proposal in the Proposed Plan. Reasons include potential impact on the setting of the Union Canal scheduled monument.

Comment:

MIR2 Falkirk Sites

Gowan Avenue (site 0018) is adjacent to the Forth and Clyde Canal SAM. There is potential for adverse impacts on the site and setting of the canal. Impacts can be mitigated through sensitive design.

Response:

The Proposed Plan includes the site as a housing proposal. The site has planning permission.

Comment:

MIR2 Falkirk Sites

Portdownie (site 0068) is adjacent to the Forth and Clyde Canal SAM. The south-eastern corner of the site is also within the Antonine Wall WHS and partly within the WHS buffer zone. There is high potential for dense, high and/or insensitively designed and located development to have a significant detrimental impact on the WHS. The impacts of any proposals on the WHS and the setting of adjacent monuments would have to be thoroughly assessed to inform emerging proposals. A design brief, agreed with HES, may be helpful.

Response:

The Proposed Plan retains the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through Development Guidance for Major Areas of Change, and through the environmental policies of the plan.

Comment:

MIR2 Falkirk Sites

The south-western corner of Williamson Street (site 0073) is partly within the Antonine Wall WHS. No development should take place within this part of the site. Impacts on the WHS will require thorough assessment to inform any proposals.

Response:

The Proposed Plan retains the site as a mix use proposal. It has planning permission.

Comment:

MIR2 Falkirk Sites

Slamannan Road (site 0120) is adjacent to the Union Canal SAM and is also located within the Battle of Falkirk II Inventory Battlefield. Development has the potential to adversely affect the site and setting of the canal but can be mitigated through sensitive design. The area between this site and Falkirk High station has high potential for buried remains associated with the Battle of Falkirk II and its aftermath. Archaeological mitigation is likely to be required and may have an impact on the development.

Response:

The site has not been identified as a proposal in the Proposed Plan. Reasons include potential adverse impacts on the Union Canal scheduled monument.

Comment:

MIR2 Falkirk Sites

Seaton Place (site 0126) is within the Antonine Wall WHS buffer zone and the Callendar Park inventory designed landscape. Development of the site is likely to have an adverse impact on the designed landscape and the outstanding universal value of the WHS. HES do not wish to see further development in this location.

Response:

The site has not been identified as a proposal in the Proposed Plan. Reasons include adverse visual and landscape impacts on the Antonine Wall WHS and Callendar Park Inventory Designed Landscape.

Comment:

MIR2 Falkirk Sites

Woodend Farm 2 (site 0160) is immediately to the south of the Callendar Park inventory designed landscape and is bounded to the north by the category C listed boundary walls of the Callendar Park estate and Callendar Wood. Development could have an adverse impact on the setting of the inventory site. Impacts could possibly be mitigated through sensitive design.

Response:

The Proposed Plan identifies the site as a new housing proposal. Mitigation/enhancement measures are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Falkirk Sites

Woodend Farm 3 (site 0160) is immediately to the south of the Callendar Park inventory designed landscape and is bounded to the north by the category C listed boundary walls of the Callendar Park estate and Callendar Wood. Development could have an adverse impact on the setting of the inventory site. Impacts could possibly be mitigated through sensitive design.

Response:

The site has not been identified as a proposal in the Proposed Plan.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Pretoria Road (site 0062) is opposite Larbert Old Church category A listed building and the James Bruce Monument SAM. There is a potential adverse impact on the setting of these heritage assets. Impacts can be mitigated through sensitive design.

Response:

The Proposed Plan retains the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through the environmental policies of the plan.

Comment:

MIR2 Rural North Sites

Airth Castle South (site 0041) is in the vicinity of Airth Old Church and Airth Castle category A listed buildings. Impacts to the setting of these listed buildings can be mitigated through sensitive design.

Response:

The Proposed Plan retains the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Rural North Sites

The Glebe 1 (site 0042) is located to the south of the Dunmore Park/ The Pineapple Inventory Designed Landscapes. The intention to provide strong structural planting at this site is welcomed. Planting to the north and west of this site would mitigate any impacts in views from the Inventory Designed Landscapes.

Response:

The Proposed Plan retains the site as a housing proposal. Mitigation/enhancement measures are incorporated in the plan through appropriate site comments in the Proposals and Opportunities Schedule and through the environmental policies of the plan.

Comment:

MIR2 Rural North Sites

The Glebe 2 Airth (site 0149) is immediately to the south of the Dunmore Park/ The Pineapple inventory designed landscapes. Development could have an adverse impact on the setting of the inventory sites. Impacts could possibly be mitigated through sensitive design and strong structure planting.

Response:

The site has not been identified as a proposal in the Proposed Plan.

Comments 29

Name: **Homes For Scotland**

00284/FLDP_MIR/3002/004

Comment:

The emphasis on Bo'ness for additional housing is of concern. Strongest market demand continues to be in central areas such as Falkirk, Larbert/Stenhousemuir and Polmont and Lower Braes and there is a lack of emphasis on these areas for further growth. Need to approach infrastructure issues differently in partnership with the development sector rather than focussing on areas which while having infrastructure capacity are less marketable. There should be additional allocations in the most sustainable and marketable locations. The MIR has produced no evidence to justify 1650 completions coming forward on new sites to 2030. Based on the evidence presented a windfall allowance of 50/yr appears reasonable. The inclusion of a policy to assess alternative sites where there is not an effective 5 year land supply is supported subject to compliance with SPP.

Response:

New housing allocations reflect areas with capacity for further growth which are also considered marketable locations. Additional allocations have been made in Falkirk and Polmont/Lower Braes as well as Bo'ness and given the proposed site locations and developer interest they are considered capable of coming forward within the first ten years of the plan. Only 10% of allocations are in Bo'ness, which is not a disproportionate amount. Analysis of previous windfall rates indicates that a rate of 50/year is achievable. The Council is also willing to consider different ways of providing infrastructure where feasible.

Name: **Mr Roddy Htet-Khin**

00803/FLDP_MIR/3001/006

Comment:

The infrastructure in the Wallacestone/ Upper Braes area is at capacity and cannot cater for any more houses. There are not enough school places, amenities, or local community centres / leisure areas to support any extra houses. Also the roads are not built to accommodate significant amounts of additional traffic.

Response:

Comment noted. The Proposed Plan sets out the key infrastructure projects which are needed to address existing deficiencies and support growth in communities. In addition, developer contributions will continue to play an important role in delivering infrastructure which is required to mitigate the impacts of new development.

Comment:

MIR2 Braes and Rural South Sites

Development of the fields to the south of Standrigg Road (Site 221) would adversely affect the character of the neighbourhood and community. Schools in the local area are already at capacity. The road leading into the development is unsuitable to support the influx of extra traffic and there is no pavement on sections of the road which is dangerous for pedestrians (especially school children).

Response:

Noted. The site is not identified for housing development in the Proposed Plan.

Comments 2

Name: **Dr Hugh Hunter**

00845/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Does not support the allocation of a site at Standrigg Road, Wallacestone (site 147) for residential development. The site is an important green space, and is home to a significant amount of wildlife, including deer, badgers, foxes, birds and other animals. The development would also have an impact on views of the surrounding area. Allocation of the site would result in coalescence of villages. There are concerns about traffic into Standrigg Road, in terms of road safety and the condition of the road, as well as impacts from construction traffic. There are concerns about the impact on local infrastructure, with local Doctor's surgeries being full, and inadequate parking at Polmont Station. The development would have an impact in terms of water and drainage, and the area suffers from power outages.

Response:

The site is not identified for housing development in the Proposed Plan. The site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site also has low accessibility due to its location in relation to local services, and the issue regarding the provision of a footway along the length of Standrigg Road.

Comments 1

Name: **Graeme Imrie**

00805/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential development of a site at Standrigg Road, Brightons (site 221) for housing due to impact on infrastructure and roads and loss of peaceful surroundings.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Mr Douglas Jardine**

02894/FLDP_MIR/3001/006

Comment:

Do not think there is any opportunity to build new houses in Carron and would be reluctant to see greenfield sites in Carronshore being used for housing,

Response:

There are no new housing allocations in Carron or Carronshore in the Proposed Plan.

Comments 1

Name: **JJZ Property Ltd**

02713/FLDP_MIR/3002/001

Comment:

MIR2 Bonnybridge and Banknock Sites

Allocation of Cumbernauld Road (site 0114) would provide an opportunity to bring forward a small scale development that would in part replace the de-allocated site at Kilsyth Road (site 009). The development of the site would place no more additional pressure upon local services and infrastructure than the site at Kilsyth Road.

Response:

The site has been allocated as a new housing proposal in the Proposed Plan. Notwithstanding the various issues and constraints, the site is considered to form a suitable opportunity for small scale development south of Cumbernauld Road, contributing to choice of sites in the area. Assessment is nonetheless required to determine the impact of development on the setting of the WHS, with appropriate landscape mitigation required. Development would also have to be sympathetic to the rural nature of the site and the clustered form and character of the existing dwellings at Longcroft Holdings.

Comments 1

Name: **Messrs Kelly**

02872/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Messrs Kelly seek the continued inclusion of a site at Hillend Farm, Slamannan (site 57) for housing. Discussion with developers and ongoing and the site is considered effective.

Response:

The site is not considered effective due to lack of marketability/developer interest, and numerous environmental constraints including flooding, the presence of carbon rich soil and unknown hydrological connectivity to a nearby Wildlife Site. The site is proposed for de-allocation, although a small portion of the site on Main Street is considered deliverable, and is proposed for retention as an opportunity (site 205).

Comments 1

Name: **Lorna King**

00846/FLDP_MIR/3001/007

Comment:

The scale of housing requirements is immense but the considerations laid out in the MIR seem to represent a pragmatic approach. The scale of housing would be more appealing if design was more suitable and sympathetic to local areas - the accepted monoculture design facilitates the loss of identity and lack of distinctiveness so valued by communities.

Response:

Comments noted. The Council is keen to raise the standard of design across the Falkirk Council area. LDP2 has a suite of planning policies and guidance supporting this aim.

Comment:

MIR2 Braes and Rural South Sites

Development of the site to the south of Standrigg Road is not supported. The site is of high landscape value and development would have a major impact on its aesthetic value. Growth of the scale proposed would adversely affect the character and distinctiveness of the Wallacestone area. Standrigg Road and Sunnyside Road are unlikely to be able to accommodate the additional traffic generated by development. The fields are used by significant numbers of curlew and winter-visiting fieldfares and redstart.

Response:

Comment noted. The site has not been identified as a housing proposal in the Proposed Plan.

Comment:

MIR2 Falkirk Sites

It is unclear if the site is to be cleared or the Victoria Buildings themselves remain. I would like the Victoria Buildings to remain.

Response:

There are no current plans to demolish the Victoria Buildings, and their heritage and townscape value is acknowledged. However, they are not listed. The building's future will depend on redevelopment options for the site and the viability of retaining the structure as part of such proposals.

Comments 3

Name: **Land Options West**

00851/FLDP_MIR/3003/001

Comment:

MIR2 Braes and Rural South Sites

Land Options West object to the non-inclusion of Parkhall North (site 141) for mixed use development. The inclusion of Parkhall North would ensure a generous supply of housing land. The site is considered effective and is in the control of parties who will release the site for development. The site is also accessible and marketable, and there is developer interest. The proposal is supported by a suite of information including a masterplan, phasing plan, Transport Statement, and landscape assessment, as well as drainage and geo-technical studies. The proposal would deliver local benefits including tourism and leisure, greenspace and a neighbourhood centre.

Response:

The site represents a major urban expansion, with significant landscape, ecological and green network impacts which could not be fully mitigated. Development of this scale would require up front provision of major new transport and educational infrastructure, which is likely to make the site unviable. Consequently, the site is not included as a residential allocation in the Proposed Plan.

Comment:

MIR2 Braes and Rural South Sites

Land Options West support the identification of a site at Parkhall North (East) (Site 142) as a preferred option for a mixed-use care village. The proposal is a logical extension to the settlement area and should continue to be identified. Para 132 of SPP also provides support for specialist housing provision and other specific needs. Land Options West submit that there is a shortfall in provision in Falkirk (Set out in Appendix 9). The submission is accompanied by a range of studies including a landscape strategy and masterplan, Landscape and Visual assessment, Transport Statement, and Ecology Assessment, which demonstrate how the site can be brought forward. The site is also considered to be effective in relation to the tests set out in PAN 2/2010.

Response:

The site is identified as a housing proposal specifically for amenity/elderly care in the Proposed Plan.

Comments 2

Name: **Larbert Stenhousemuir and Torwood Community Council**

00432/FLDP_MIR/3001/013

Comment:

Agree that further growth in Torwood would be inappropriate due to the limited services available.

Response:

There are no further housing land allocations in Torwood, other than the two sites carried forward from LDP1 at the former Torwood School (H51) and McLaren Park (H52).

Comment:

MIR2 Larbert and Stenhousemuir Sites

No more housing on Hill of Kinnaird 2 (site 94), the site should provide accessible open space for residents. If some building must go ahead the reluctant fall-back position would be for mixed site.

Response:

Hill of Kinnaird 2 (site 94) is identified in the Proposed Plan as a mixed use site for housing / business / community uses. This could include further open space for residents.

Comments 2

Name: **LDP2 Objection Group**

02854/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Petition with 363 signatories objecting to the allocation of land at Crawfield Road (site 102) for housing. Site is green belt. Development of site will destroy paths rather than contribute to green network. Drainage issues in Crawfield Road should be addressed by the landowner and Council. Questions notification process. Developers should be forced to develop sites within the town rather than green belt.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Mr Jim Leishman**

02770/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the allocation of land at Crawfield Road (site 102) for housing. It will involve the loss of a greenfield site, when alternative brownfield sites exist. Choice is down to the cheaper costs of developing greenfield land. Existing services - schools, transport and health - will be put under strain. There will be a huge loss of wildlife.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Ms Katie Leishman**

02882/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the allocation of land for housing at Crawfield Road, Bo'ness (site 102). Site is green belt and its development will be detrimental to wildlife habitats and woodland, including Bo'mains Meadow, and will have an adverse impact on flora and fauna. The area is used for recreation by locals and tourists, and is part of the John Muir Way. Development will damage the character and amenity of established areas. Development will increase car traffic with adverse effects on pollution, parking and congestion in Linlithgow. The protection of the countryside falls within the scope of the Human Rights Act. Local infrastructure (health services, schools) cannot cope. People will go to Linlithgow for shops and services and will not contribute to the Bo'ness community.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Margaret Leishman**

00242/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to allocation of land at Crawfield Road (site 102) for housing. The site is green belt. Health services in the town are over stretched. Local bus services are being cut. There will be adverse impacts on parking and traffic in Linlithgow. There will be adverse impacts on wildlife habitats and woodland, and the local nature reserve. An area of natural beauty which is used for recreation will be destroyed. Mention is made of the Human Rights Act. Development of the site could cause instability to the objector's garden and house. Drainage in the area is poor and inadequate for new housing.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Mr Paul Leishman**

02883/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the allocation of land for housing at Crawfield Road, Bo'ness (site 102). Site is green belt and its development will be detrimental to wildlife habitats and woodland. Development would surround the wildlife reserve and have an adverse impact on flora and fauna. The natural beauty of the area will be destroyed and the character and amenity of established areas damaged. It is used for walking by locals and tourists, and is part of the John Muir Way.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Ms Clare Love**

02890/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential development at Standrigg Road, Wallacestone (site 221) proposed by Gladman. The road network is not adequate. Local schools are stretched. Views and wildlife will be spoiled. The quiet character of Wallacestone will be adversely affected. There are no shops within reasonable walking distance.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Ms Elaine Mackie**

02895/FLDP_MIR/3001/005

Comment:

Absolutely no more housing in Larbert and Stenhousemuir.

Response:

The focus of housing growth in Larbert and Stenhousemuir in the Proposed Plan is on existing commitments carried forward from LDP1. No further significant land releases are proposed.

Comments 1

Name: **Mrs Wendy MacPherson**

02877/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Does not support allocation of new site at Standrigg Road 2 (Site 221). Wallacestone Primary School is at capacity and Maddiston Primary School is under increasing pressure as a result of development at East Maddiston. There would also be pressure on Braes High School. Road safety is an issue, and children are required to cross busy roads with a decreased presence of crossing patrols. The bend in the road adjacent to the cricket ground is also dangerous.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Dr William MacPherson**

02856/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr MacPherson does not support any development at Standrigg Road 2 (site 221). Wallacestone Primary School is at capacity, Maddiston Primary School and Braes High School is also under increasing pressure. Standrigg Road is not suitable for increased traffic, in part to the the ben in the road adjacent to the cricket club. Parts of the road have no pavement, and there are safety issues for pedestrians. There is also limited parking at Polmont Station. Green spaces play an important role in community well being and further designation of nature areas and open spaces would be welcomed.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Maddiston Community Council**

00323/FLDP_MIR/3001/004

Comment:

Maddiston Community Council would like to see a greater variation in the types of properties being built in the area. Alongside affordable housing, we consider there is a need for flats, smaller starter properties and bungalows. Housing for older people would decrease the burden on the primary school but still allow development to continue. It would also help to create a more diverse and resilient community.

Response:

The Proposed Plan seeks to identify a range of sites across the Council area. The exact development mix in private housing is usually determined by developers subject to market demand, although in the case of RSL and Council housing, house sizes are tailored to known need in the community. Provision has been made for elderly housing through the allocation at Parkhall North (East).

Comment:

MIR2 Braes and Rural South Sites

Maddiston Community Council fully support the LPD2 statement in paragraph 4.30 to reserve the former Fire Station HQ for employment and community. The site has been the source of economic activity in the community for over 100 years. House building on the Fire Station HQ site would remove one of the last open spaces in our community that would be suitable for future facility planning.

Response:

Maddiston Fire Station is identified in the Proposed Plan for community, employment and retail use.

Comment:

MIR2 Braes and Rural South Sites

Maddiston Community Council support the proposal proposal for a retirement village at Parkhall North West (Site 189), which limits further house development in LDP2 to a residential care village. This development will have much less impact on the school and roads than the other sites and has opportunities to bring new facilities to the area.

Response:

Support noted.

Comments 3

Name: **Malcolm Whitecross**

02918/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Malcolm Whitecross have recently submitted a Proposal of Application Notice for the development of land at Whitecross (Site 076). The intention is to submit a planning application in principle later this year.

Response:

Comment noted. The part of the Whitecross site promoted by Malcolm Whitecross has been retained as a housing proposal in the Proposed Plan.

Comment:

MIR2 Rural North Sites

Seeks the inclusion of the former Thermalite site in South Alloa (site 215) as a housing allocation (70 units). If its inclusion is questioned it is requested that the settlement boundary of South Alloa is extended to include all of the site.

Response:

The former Thermalite site in South Alloa is not identified as a housing proposal in the Proposed Plan. There are flood risks associated with the site and education capacity constraints in the catchment schools of Airth Primary School and Larbert High School. It also lacks mains sewerage. The brownfield section of the site is included within the village limit of South Alloa. There is no justification for including the greenfield element of the site within the village limit.

Comments 2

Comment:

MIR2 Bonnybridge and Banknock Sites

Supports the allocation of Broomhill Road 1 (site 010) for housing. The site is effective as a standalone site and could deliver up to 30 units.

Response:

Support noted.

Comment:

MIR2 Bonnybridge and Banknock Sites

Objects to the non-inclusion of Milnquarter Farm (site 178) for housing. In 2016, the reporter found the site to be sustainable in light of concerns relation got flooding, drainage, environmental designations, access the the need for housing. The site can be developed to minimise impact on cultural heritage.

Response:

The potential for the proposed scale of development to adversely impact on the Antonine Wall World Heritage Site and the likely need for off-site junction improvement in the local road network are considered to be major factors constraining the effectiveness of the site. The site is therefore not included as a residential allocation in the Proposed Plan. The site is retained within the urban limit and could come forward as a windfall site if a way of overcoming the constraints can be found.

Comment:

MIR2 Bonnybridge and Banknock Sites

Supports the de-allocation of East Bonnybridge (site 077) due to surrounding hazardous land uses.

Response:

The East Bonnybridge site is identified in the Proposed Plan for mixed-use development. The gas pipelines running through the site are considered to be a major factor constraining its effectiveness, although investigations are ongoing regarding potential solutions. Therefore whilst the site is carried forward into the proposed Plan, allowing further time for these investigations, the site will not contribute to the housing land supply for the time being.

Comment:

MIR2 Braes and Rural South Sites

Whitecross New Settlement (Site 076) is not effective and should be de-allocated. The effectiveness is restricted as the site is landlocked by access restrictions. Some industrial uses may be appropriate but scope for housing is limited. Housing should be allocated on more deliverable and marketable sites.

Response:

The Whitecross proposal has been subject to review, and the Proposed Plan now includes a much reduced housing proposal which is considered to be more realistic and deliverable, with reduced infrastructure requirements. It is considered that this is effective in the period of the plan.

Comment:

MIR2 Braes and Rural South Sites

Objects to the non-inclusion of Polmont Park (site 195) as a preferred site for housing. The site is effective and sustainable, and will integrate sensitively with the surrounding area. The green belt in this area has already been eroded with Weedingshall cemetery extension and, identified development sites at Beancross.

Response:

Site represents a significant intrusion into the green belt which is likely to weaken its integrity and undermine green belt objectives at this location. There will be landscape impacts, including potential impacts on the setting of the Antonine Wall WHS (the site lies within the Buffer Zone). The site is not included as a residential allocation in the Proposed Plan.

Comment:

MIR2 Braes and Rural South Sites

Objects to non-inclusion of Parkhall Farm North (Site 141) as a preferred site for mixed use development. The site would see a natural extension of Maddiston to the A801, and deliver strategic infrastructure priorities set out in the Maddiston East Development Framework in terms of a link to the A801.

Response:

The site at Parkhall North represents a major urban expansion, with significant landscape, ecological and green network impacts which could not be fully mitigated. Development of this scale would require up-front provision of major new transport connections and educational infrastructure in the form of a new primary school, which is likely to make the site unviable. Consequently, the site is not included as a residential allocation in the Proposed Plan.

Comment:

MIR2 Braes and Rural South Sites

Supports allocation of Parkhall Farm 2 (site 033) as it forms part of a wider masterplan for the area.

Response:

Support noted.

Comment:

MIR2 Braes and Rural South Sites

Supports allocation of Parkhall Farm 4 (site 035).

Response:

Support noted.

Comment:

MIR2 Braes and Rural South Sites

Manor Forrest question the number of units allocated for Parkhall Farm 3 (site 034) and the Haining (site 036) in light of constraints in terms of trees, listed building, and flooding, and reliance on 3rd party access.

Response:

Comments noted. The estimates for the capacity of these sites are considered reasonable, pending further investigations into access and environmental constraints.

Comment: MIR2 Braes and Rural South Sites

In light of the proposed de-allocation of Slamannan Road 1 (site 053), Slamannan Road 2 (site 054) should be extended. This would enhance the green network, by integrating within forestry along the western boundary, and deliver key infrastructure to the village.

Response:

The extension of Slamannan Road 2 is not supported in the Proposed Plan. It would extend the current brownfield allocation into greenfield land. It does not represent a good fit with the existing settlement form. Existing allocated sites in the village have remained undeveloped due to low market demand, so there is no justification for increasing the size of the site.

Comment: MIR2 Braes and Rural South Sites

The deliverability, even in the longer term, of Whitecross is highly questionable, and that as such, it is submitted that they should not be included within the list of Strategic Growth Areas to be carried forward into LDP2.

Response:

The Whitecross site allocation has been reduced to a more modest and deliverable level.

Comment: MIR2 Braes and Rural South Sites

A site at Parkhall North-West (189) should be allocated for housing for between 200-250 houses. The site is deliverable, and in single ownership, and would offer a sustainable settlement extension. The site would meet the provisions of the Maddiston East Development Framework in terms of constraints and access.

Response:

The site is not identified as a housing proposal in the Proposed Plan. Reasons include significant landscape impacts, and school capacity issues at Maddiston Primary School. There is a concern that a required second access would negatively impact on the site's effectiveness. Furthermore, the Proposed Plan has allocated enough sites in the right places with flexibility to meet the housing land requirement. No further releases are needed.

Comments 12

Name: **Ms Patricia Marr**

02594/FLDP_MIR/3001/001

Comment:

MIR2 Bo'nness Sites

Objects to allocation of land at Crawfield Road (site 102) for housing. Council should look at other areas of the town for development instead (e.g. derelict site near fire station).

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release. The site at Crawfield Lane which is mentioned has been included in the Proposed Plan as a mixed use site with potential for housing, providing flexibility to encourage its redevelopment.

Comments 1

Name: **Mr & Mrs Alan McAlpine**

00451/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential residential development site at Standrigg Road, Wallacestone (site 147). Housing will take up a large area of green belt and adversely impact on wildlife and countryside recreation. Standrigg Road and surrounding area are not built to cope with the huge increase in traffic that will result. Local infrastructure such as schools, GP surgeries, Polmont rail station parking, and electricity supply network cannot support this development. Extensive development in the Braes has been ongoing for some time.

Response:

The site is not identified for housing development in the Proposed Plan. The site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site also has low accessibility due to its location in relation to local services, and the issue regarding the provision of a footway along the length of Standrigg Road.

Comments 1

Name: **Mr James McAlpine**

02754/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential residential development site at Standrigg Road, Wallacestone (site 147). Housing will take up a large area of green belt and adversely impact on wildlife and countryside recreation. Standrigg Road and surrounding area are not built to cope with the huge increase in traffic that will result. Local infrastructure such as schools, GP surgeries, Polmont rail station parking, and electricity supply network cannot support this development. Extensive development in the Braes has been ongoing for some time.

Response:

The site is not identified for housing development in the Proposed Plan. The site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site also has low accessibility due to its location in relation to local services, and the issue regarding the provision of a footway along the length of Standrigg Road.

Comments 1

Name: **Mr & Mrs Tracy & Donald McArthur**

02874/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to allocation of Crawfield Road site (site 102) for housing. There are other areas within Bo'ness which could be used for development without building on green belt.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Mr T McCarroll**

00883/FLDP_MIR/3002/001

Comment:

MIR2 Braes and Rural South Sites

Mr McCarroll seeks the inclusion of a site at Station Road, Polmont (site 136) for housing development. The site is deliverable and effective. The site also benefits from high accessibility, being close to Polmont Station. The development would also deliver enhances public open space, path connections and additional community parking for the train station. Vehicular access can be achieved by a suitably designed burn crossing, and the development would not significantly affect the local road network, as evidenced by the supporting transport statement.

Response:

The site is not identified for housing development in the Proposed Plan. The site is an important part of the green network and contributes to the setting and rural character of the Union Canal. Securing a satisfactory access into the site is problematic, given the nature of Station Road at this point, likely need for additional land to be acquired to form an access, and impact on the Polmont Burn corridor.

Comments 1

Name: **Mr Gordon McKean**

02900/FLDP_MIR/3001/004

Comment:

Housing on greenfield sites around Bo'ness will just be dormitories. Green belt was designated for a reason, so how can the designation be changed.

Response:

Scottish Planning Policy requires green belt boundaries to be reviewed, where necessary, as part of the development of the spatial strategy of the development plan. However, the option of releasing land at Crawfield Road for housing, which was the preferred approach at the MIR stage, has not been carried through into the Proposed Plan, and the green belt remains unchanged.

Comments 1

Name: **Ms Margaret McMillan**

02749/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the allocation of land for housing at Crawfield Road (site 102) due to loss of green belt land, increase in traffic on Crawfield Road, limited bus service on Crawfield Road, current pressure on health services, flooding issues on Crawfield Road, future parking problems on Crawfield Road, and safety issues for existing schools because of busy roads in the area.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Mr & Mrs William McNee**

02815/FLDP_MIR/3001/001

Comment:

Too many houses are being built in the Brightons and Wallacestone area. Schools and doctors' surgeries cannot cope. Sunnyside Road is so busy with traffic.

Response:

The Proposed Plan does not propose further growth within the Brightons and Wallacestone areas.

Comments 1

Name: **I D McSpurtle**

02901/FLDP_MIR/3001/005

Comment:

MIR2 Falkirk Sites

There should be a greater housing content in the Falkirk Gateway site (site 80).

Response:

A notional figure of 100 houses has been identified for the Falkirk Gateway in the Proposed Plan which is considered ambitious. It is important that the scale of residential use does not detract from the business and commercial potential of the site.

Comments 1

Name: **Ms Louise Meikleham**

02920/FLDP_MIR/3001/006

Comment:

MIR2 Braes and Rural South Sites

The proposed housing site in Standrigg Road, Brightons (Site 147) will destroy the semi rural character which makes the area such a beautiful place to live.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Miller Homes**

02869/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Promotes allocation of land for housing at North Bank Farm, Bo'ness, including three parcels of land (Options A, B and C). A Development Framework Report is submitted which demonstrates that the site would form a logical and sustainable expansion to the existing settlement, with capacity in the area to accommodate any of the three options presented. A Site and SEA Assessment Review highlights that the site scores favourably compared with other options in Bo'ness. A Statement of Site Effectiveness report concludes that the site would be effective and deliverable in the plan period.

Response:

The site at North Bank Farm has not been identified as a proposal in the Proposed Plan. A strategy of consolidation is proposed in Bo'ness, with no further allocations over and above existing commitments. The existing sites which form part of the Bo'ness South East Strategic Growth Area provide for a substantial level of growth in the town over the plan period, and the completion of the Drum development is considered the priority. This site is not considered to be an appropriate location given potential landscape impacts, access issues, low accessibility, and capacity issues in the local primary school.

Comments 1

Name: **Ms Alison Mitchell**

02884/FLDP_MIR/3001/005

Comment:

MIR2 Braes and Rural South Sites

Objects to the potential development site at Standrigg Road 2, Wallacestone (site 221) for housing. The country road is already very busy and would not be safe for more traffic. There are no road markings or pavements. Wallacestone PS is at capacity, The land is currently farm land and a lovely greenspace.

Response:

Standrigg Road (Site 221) site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Mr Brian Mooney**

00802/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to the potential development of site at Standrigg Road 2, Wallacestone (site 221) for housing. The traffic is bad on this road at peak times. The local school cannot cope - class sizes are too large at present. Healthcare facilities also cannot cope with additional pressures.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Local Transport Infrastructure along Standrigg Road is not ideal. Overall accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. Any future proposal would be subject to details assessment in terms of impact on healthcare and education. The site is not identified for housing development in the Proposed Plan.

Comments 1

Name: **Muirhouses Amenities Association**

00691/FLDP_MIR/3001/002

Comment:

MIR2 Bo'ness Sites

Development of sites at East Muirhouses/Carriden (sites 104 ,105) would be severely detrimental to the amenity and safety of the area. Carriden Brae could not cope with the traffic. Development would lead to loss of agricultural land. There is a lack of facilities such as shops and schools.

Response:

The sites at Carriden/Muirhouses have not been identified as a proposal in the Proposed Plan. The sites are not considered to be an appropriate location given significant landscape, ecological, and historic environment impacts, the impact on the character of the village of Muirhouses, and the constrained nature of Carriden Brae as an access to large scale development.

Comments 1

Name: **Ms Carey Mulholland**

02865/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Ms Mulholland supports the proposal for 5 self-build plots at Irene Terrace, Standburn (site 210). The proposed houses would be ideal starter homes, and there is a shortage of self-build plots in the area. The development would grow the community.

Response:

The site is not allocated for development in the Proposed Plan. Development would constitute backland development, and would not be sympathetic to the prevailing settlement pattern. There are also access issues, and the effectiveness of the site is not clear.

Comments 1

Name: **Ms Gillian Myles**

02899/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to the potential development of a site at Standrigg Road, Brightons (site 221) for housing due to environmental factors and already overstretched infrastructure.

Response:

The Standrigg Road site (site 221) is not allocated as a housing proposal in the proposed Plan. It would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road.

Comments 1

Name: **Mr & Mrs David Nairn**

02765/FLDP_MIR/3001/001

Comment:

The Larbert North Strategic Growth Area (Kinnaird Village) is not a 'thriving community with its own village centre' as described in the MIR.

Response:

Comment noted.

Comment:

Questions the closure of Hamilton Road within Kinnaird Village. Access through Hamilton Road would have minimised traffic passing the primary school and potential danger to children.

Response:

The planned closure of Hamilton Road was agreed through the Bellsdyke Masterplan. It offers a safe route for pedestrians and cyclists.

Comments 2

Name: **Network Rail**

00493/FLDP_MIR/3001/001

Comment:

The rail network is a key consideration in determining the document's vision and strategy, and the impacts of new development on the rail network should be considered. Where growth areas are identified, potential impacts should be identified. Many stations and routes are already operating close to capacity and a significant increase in patronage may create the need for upgrades to the existing infrastructure. It would therefore be appropriate to require contributions towards rail infrastructure where they are required as a result of proposed development. LDP2 should identify required additional rail infrastructure which could include signalling, passing loops, car parking, cycling facilities, ticketing outlets and platform extensions. The large preferred housing site at Bo'ness could have an impact on the current operation of Linlithgow Station.

Response:

Public transport facilities are one of the areas highlighted in the Proposed Plan where developer contributions could be sought, informed by Transport Assessments and Travel Plans.

Comments 1

Name: **NHS Forth Valley (NHS Board)**

00522/FLDP_MIR/3001/001

Comment:

MIR2 Larbert and Stenhousemuir Sites

Seeks the allocation of Glenbervie South (Site 219) for residential development. The site is presently used for grazing and is considered suitable for residential development in the medium to longer term.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. The site would represent a substantial westward extension to Larbert, with a range of potential environmental impacts. It is cut off from the main urban area of Larbert and there is insufficient capacity at Larbert High School to accommodate the development.

Comments 1

Name: **A Nimmo**

00094/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the proposed allocation of land at Crawfield Road, Bo'ness (site 102) for housing. It would destroy an area of green belt and prime farmland; adversely impact on visual and other amenities of local residents; generate considerable traffic to the detriment of road safety and encourage parking in congested housing estates; exacerbate flooding on Crawfield Road; endanger an SSSI; and impact on local infrastructure including schools, medical and police.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Dr Paul Norris**

00841/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr Norris supports the view that additional residential development in the Wallacestone/Maddiston area should be restricted to the very specific use of developing new retirement housing and a care home (site 142). The proposed housing sites at Standrigg road and Greenwell Farm (138,139 and 147) are considered inappropriate for residential development. This reflects concerns about the capacity of the local road infrastructure, school capacity at Wallacestone and Maddiston Primary Schools, and the potential loss of greenfield sites which would have significant landscape, visual and wellbeing impacts.

Response:

Support noted.

Comment:

MIR2 Braes and Rural South Sites

Dr Norris does not support Standrigg Road 2 (site 221). The points which make sites 147, 138 and 139 unsuitable for development equally apply to any proposed development further down Standrigg Road. The site assessment for Standrigg Road 2 (site 147) implies access will be on to Standrigg Road. This road is a relatively minor road which already suffers congestion at peak times, notably around Westquarter Cricket Club. Much of Standrigg Road lacks pavements and visibility along the road is poor. There will be a cumulative impact along the B805 should development of site 138 or 139 take place. Wallacestone Primary School which would serve site 147, and is suggested as a possible option for the education needs of sites 138 and 139, is one of the largest primary schools in the Falkirk area and is limited in terms of scope for further expansion. The capacity of other public services, notably healthcare, again, should be considered. Standrigg Road provides a natural boundary to the south side of existing housing development in the local area. Further development on the other side of Standrigg Road will have a visual, and ecological impact. Local Development Plan 1, suggested that development around the Braes area should take the form of infill development (for instance, the smaller field area already surrounded by housing on the opposite side of Standrigg Road from Westquarter Cricket Club) This approach should be followed in LDP2, given the wider environmental and sustainability objectives outlined in the Main Issue Report.

Response:

Standrigg Road sites (Site 221 and 147) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Both sites have landscape impacts although these could potentially be managed. The local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The sites are therefore not identified for housing development in the Proposed Plan.

Comments 2

Name: **Ogilvie Homes Ltd**

00614/FLDP_MIR/3004/001

Comment:

MIR2 Denny and Dunipace Sites

The Council's intention to continue the allocation of Rosebank (site 017) is welcomed. Site investigation and technical work is being carried out with a view to submitting a planning application in the coming months. This site is effective and can deliver housing in the short term.

Response:

Comment noted.

Comment:

MIR2 Denny and Dunipace Sites

Rosebank North (site 0116) is promoted as a logical extension to the allocated housing site at Rosebank (site 017) for an additional 50-75 units. The two sites together do not represent a significant expansion of the settlement and cannot be termed as strategic in scale. Overall loss of prime quality agricultural land will not be a significant increase of the existing planned loss at Rosebank. Other minor impacts on the environment can be minimised with appropriate mitigation. Transportation and other infrastructure issues raised by the Council are not insurmountable. The need for any contribution towards the DEAR is questioned as most site traffic would travel north. The cost of financial contributions towards off site infrastructure improvement are unlikely to be an impediment to developing this land provided that they are related in scale and kind to the development.

Response:

The site is not allocated as a housing proposal in the Proposed Plan. It would constitute a further major extension to the Denny/Dunipace urban area which already has a very high level of committed growth. The gas pipeline and impacts on the local road network, are significant constraints.

Comment:

MIR2 Denny and Dunipace Sites

Bankend Farm (site 0164) is promoted as a potential long term residential development opportunity rather than a specific housing allocation. Ogilvie Homes wish to discuss the potential impacts arising from the development of the site with the Council at an appropriate time in conjunction with the preparation of a Place Statement for Denny and Dunipace as part of a long term settlement planning approach.

Response:

The site is not identified as a housing proposal in the Proposed Plan. It would constitute a further major extension to the Denny/Dunipace urban area which already has a very high level of committed growth. The site's development would likely have a number of negative impacts on the environment. Local road network impacts are a major factor constraining the effectiveness of the site, notably congestion at Denny Cross.

Comment:

MIR2 Rural North Sites

Seeks allocation of two housing sites in Airth, Eastfield 1 (site 150) and Eastfield 2 (site 151). Eastfield 1 covers 1.9ha and has an indicative capacity of 50 units. Eastfield 2 covers 19.5ha and has an indicative capacity of 200-250 units. Both sites are considered to be immediately effective and are within a single ownership.

Response:

The sites have not been identified as proposals in the Proposed Plan. Given existing allocations in Airth, further significant expansion of the village is not favoured. There are also significant flooding and education issues associated with both sites.

Comments 4

Name: **Ms Ellen O'Neill**

02881/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the allocation of land for housing at Crawfield Road, Bo'ness (site 102). Site is green belt and its development will be detrimental to wildlife habitats and woodland. Destroying the fields around the wildlife reserve will have an adverse impact on flora and fauna. The natural beauty of the area will be destroyed and the character and amenity of established areas damaged. It is used for walking by locals and tourists, and is part of the John Muir Way. Bus services to Bo'ness have been cut, and the development will generate car traffic with adverse effects on pollution, parking and congestion in Linlithgow.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Gabriele Panozzo**

02898/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential development of a site at Standrigg Road, Wallacestone (site 221) for housing. Issues include road safety given constraints on the local road network, school capacity constraints, additional pressure on amenities such as doctor and dentist services, and poor drainage on the land in question.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Paradigm Asset Management Group Ltd**

02876/FLDP_MIR/3001/004

Comment:

Given the popularity and strong housing market in Larbert there is a need for additional sites to be allocated, and particularly those which will not reduce business land or compromise the green belt.

Response:

The preferred approach is not to promote any further significant housing growth in Larbert and Stenhousemuir. Capacity issues at Larbert High School remain a significant constraint to the allocation of further housing land.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Seeks allocation of a 13 acre agricultural site at Glenbervie West (site 218) for 63 housing units approx. The site will help tackle the shortfall in housing delivery that has developed.

Response:

The site has not been included as a housing proposal in the Proposed Plan. It is detached from the main urban area and does not relate well to the existing settlement, due to severance caused by the A9. Its location and backland nature mean that vehicular access is potentially difficult. Capacity issues at Larbert HS remain a considerable constraint.

Comments 2

Name: **Tony Pargeter**

00826/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

I want to ensure that the fields to the south of Standrigg Road (Site 147) are not identified for development. Road access is already difficult and there is an accident waiting to happen at the corner near the cricket club / nursery due to parked cars. Wallacestone school is already at capacity and cannot be developed. Local amenities such as doctors are also oversubscribed.

Response:

The Proposed Plan does not identify the site as a housing proposal.

Comments 1

Name: **Paths For All Partnership**

00359/FLDP_MIR/3001/005

Comment:

We support 4.18 and the inclusion of SPP factors including accessibility of sites, especially by sustainable means of transport when considering location of new homes. Infrastructure that allows for walking and cycling to access bus and rail opportunities needs to be considered very early in the planning process.

Response:

Comments are noted and welcomed.

Comments 1

Name: **Persimmon Homes (East Scotland) Ltd**

00712/FLDP_MIR/3004/006

Comment:

A number of sites within the existing housing supply for Bonnybridge and Banknock (particularly at Dennyloanhead and Banknock South) are stalled sites which have significant concerns regarding their effectiveness. The Council's preferred option for sustainable community growth in Bonnybridge and Banknock is therefore not supported and alternative housing sites should be found.

Response:

The Council has appraised the effectiveness of the housing land supply through the Housing Land Audit and the LDP2 process. The sites at Dennyloanhead and Banknock are considered effective in the plan period. Banknock North and Dennyloanhead both have planning permission, and the Council is actively engaged in developing a scheme for Council new build at Banknock South. Funding has been secured to upgrade the M80 J7 sliproads which will facilitate all these developments.

Comment:

The preferred option for Falkirk is not supported. The allocation of housing at the Falkirk Gateway may be short sighted as there could be a requirement for retail here in the future. Land at Glen Farm should be allocated. The preferred option for Bo'ness is also not supported because the scale of allocations is too great, and there is an over reliance on Bo'ness sites in terms of the overall strategy.

Response:

The preferred option for Falkirk in the MIR has been carried through into the Proposed Plan, and is considered appropriate. The Glen Farm site is not considered a suitable or sustainable way of expanding the town. The inclusion of an element of residential use at the Falkirk Gateway will not compromise its economic potential given the scale of the site, and the relatively modest level of housing allocated. There is not considered to be an over reliance on Bo'ness sites which comprise only about 10% of the total allocations in the plan.

Comment:

Objects to the preferred option for the Braes and Rural South area which is for no further housing development beyond currently allocated sites. Existing level of supply in Bo'ness is adequate. The amount of new housing allocated in this area is disproportionate. The existing level of supply in Bonnybridge, Banknock, Denny and Dunipace is significant but focus on existing Strategic Growth Areas which is considered to be appropriate. There is considerable housing demand from employment in Grangemouth which cannot be met locally. Focus on the North Larbert SGA in Larbert and Stenhousemuir is considered appropriate. There is no evidence to suggest that windfall development can deliver 50 units per annum over the plan period. The windfall target prejudices the consideration of open space sites which are being promoted for development. Windfall sites should provide added flexibility to the land supply rather than being a key component of it.

Response:

The Proposed Plan contains a substantial volume of existing commitments in Braes and Rural South carried forward from LDP1, notably the Maddiston East Strategic Growth Area, which has been further extended, and the revised Whitecross Strategic Growth Area. Allocations in Bo'ness amount to only 10% of the total allocations, which is not disproportionate. The windfall estimate is backed up by a robust evidence base of past trends, and future prospects.

Comment:

MIR2 Bo'ness Sites

The allocation of 450 units at Crawfield Road (site 102) places an over reliance on a single location for housing provision. Bo'ness is one of the least sustainable settlements within the Falkirk Housing Market Area and we question whether the loss of greenbelt in this location would outweigh looking at infrastructure improvements in more sustainable settlements. The Council should instead focus its attention on the delivery of the existing Bo'ness South East SGA.

Response:

Crawfield Road (site 102) is no longer proposed for housing. Housing allocations are spread throughout the Council area, and there is not an over reliance on any one location.

Comment:

MIR2 Bo'ness Sites

The site at Crawfield Road is greenbelt and prime quality agricultural land and therefore its allocation is contrary to the provisions of SPP.

Response:

The Crawfield Road site (site 102) is no longer proposed for housing within LDP2. Despite this, the Proposed Plan has enough housing sites with flexibility to meet the housing land requirement in full over the plan period and to satisfy Scottish Planning Policy requirements.

Comment:

MIR2 Bo'ness Sites

Drum Farm South is a business site. Promoting the site for mixed use development is contrary to the Economic Development Strategy and exacerbates a disconnection between housing and employment markets.

Response:

The site is carried forward as an allocation for mixed use development in the Proposed Plan with additional housing. This is justified on the basis that there has been no demand for business on the site over many years, there is a general oversupply of employment land in the area, and the site is not particularly well located in comparison with other strategic sites.

Comment:

MIR2 Bonnybridge and Banknock Sites

A new Strategic Growth Area should be established at High Bonnybridge incorporating Reilly Road (site 113) for 300 units. The site is a sustainable and deliverable residential development opportunity. It is under the control of a national housebuilder who seeks to bring the site forward within the LDP period and does not suffer from any insurmountable development constraints which would preclude its future development for residential purposes.

Response:

The site is not identified as a housing proposal in the Proposed Plan. The site lies partly within the Antonine Wall Buffer Zone and has the potential to adversely impact on the Outstanding Universal Value of the World Heritage Site. Road network and education capacity issues may also constrain the effectiveness of the site.

Comment:

MIR2 Braes and Rural South Sites

The site at Standrigg Road (Site 147) should be allocated for housing development as: it is fully aligned with the LDP Vision, its associated objectives and its key themes; it is compliant with the SEA and scores higher than allocated sites; it would contribute to the maintenance of a land supply over the plan period and help to meet a deficiency in the 5 year land supply; it could provide a range of environmental socio-economic benefits to the local area; and it is superior in quality to many of the other allocations in the MIR.

Response:

The Standrigg Road 1 site (147) does not represent a logical extension to the urban area, and has low overall accessibility. There would be potentially significant landscape impacts, due to its topography. Cumulative impacts on the local road network, and other infrastructure were a key consideration in terms of the growth strategy for the Braes in LDP2, with the main area of growth continuing to be focused on Maddiston East.

Comment:

MIR2 Braes and Rural South Sites

Supports the continued allocation of Hillcrest (site 056). However, the capacity should be increased to approx 100 units to reflect the limited constraints of the site. The site has been subject to analysis (LVIA, ecological assessments, tree survey, transport assessment and masterplan) under application P/16/0706/FUL which demonstrate that the site can accommodate a significantly larger number of units. The Shieldhill settlement boundary should also be extended to include the site, given that development would result in an extension to Shieldhill settlement.

Response:

On the basis of the existing consent for 90 units, it is considered appropriate to identify the site for 91 units in the Proposed Plan, based on an amended site boundary excluding the eastern part of the site, outwith the application boundary. However, it is not considered appropriate to bring the site within the Shieldhill settlement limit, as this development was intended as a consolidation of the existing Hillcrest development rather than an extension to Shieldhill. The landscape buffer between the site and the settlement edge will be important in terms of integrating the site into the landscape.

Comment:

MIR2 Falkirk Sites

Promotes a site at Glen Farm, Falkirk (site 121) for 150 units. This would represent a logical extension to south Falkirk, which is effective in terms of PAN 2/2010 criteria, with no known constraints which would hinder development within the LDP period. Issues raised in the Council's site assessment are discussed with reference to supporting reports on ecology, flood risk and transport/access. Landscape and visual impacts are not dissimilar from other preferred sites, i.e. impacts can be mitigated to some degree.

Response:

The site at Glen Farm, Falkirk has not been identified as a proposal in the Proposed Plan. The site is not considered a suitable location for expansion of Falkirk due to a poor fit with the existing urban area, potential landscape and ecological impacts, and its generally low accessibility.

Comment:

MIR2 Falkirk Sites

Falkirk Gateway is a business site. Promoting the site for mixed use development is contrary to the Economic Development Strategy and exacerbates a disconnection between housing and employment markets.

Response:

The Falkirk Gateway site remains a key economic development opportunity at the eastern edge of Falkirk, and is allocated for mixed use in the Proposed Plan. The element of housing is small (100 units) in relation to the overall scale of the site, and will not prejudice the economic aspirations for the site.

Comment: MIR2 Falkirk Sites

Housing allocations at Woodend Farm are on prime quality agricultural land in the countryside adjacent to the green belt and will have a significant landscape impact.

Response:

The site at Woodend Farm is identified in the Proposed Plan for housing development. This constitutes a logical extension to Hallglen village. Landscape impacts can be mitigated, and the proposal will result in the reformation of the farm steading, and the delivery of substantial Council new build to meet affordable housing need in the area.

Comment: MIR2 Falkirk Sites

The site at Firs Park is already consented and is unlikely to make any contribution post 2020.

Response:

The site has had planning permission, is well located in central Falkirk and there is no reason to believe that it is not developable in the period of the plan.

Comment: MIR2 Larbert and Stenhousemuir Sites

Hill of Kinnaird 2 is a business site. Promoting the site for mixed use development is contrary to the Economic Development Strategy and exacerbates a disconnection between housing and employment markets.

Response:

The Proposed Plan allocates 70 new housing units on this site as part of a mixed use development representing the under build from the 1700 units originally consented under the Bellsdyke/Hill of Kinnaird Masterplan. This is not considered likely to have a significant impact on the employment land supply in the area, given the range and extent of other business sites which are generally better located.

Comment: MIR2 Rural North Sites

Flood risk and access may be problems on the site at Newton Park South, Skinflats (site 203).

Response:

It is accepted that there are potential flood risk issues affecting Skinflats. Accordingly the site has not been included in the Proposed Plan as a housing proposal.

Comments 15

Name: **Philip C Smith Commercials**

00145/FLDP_MIR/3002/001

Comment: MIR2 Denny and Dunipace Sites

The site at Drove Loan (site 0115) is promoted as a modest housing allocation (of 25 units or greater should the Council consider it appropriate) to supplement existing allocations in Denny and Dunipace, in order to promote an appropriate range and choice of housing in an attractive location and to help make up any short or medium term shortfall in the housing land supply. The site will assist in the delivery of the planned capacity enhancement at Head of Muir primary school.

Response:

The site is not identified as a housing proposal in the Proposed Plan. Development of this site would represent an erosion of the green belt contributing towards a coalescence of Denny and Bonnybridge. The site does not represent a logical rounding off of the urban area.

Comment: MIR2 Denny and Dunipace Sites

Broad Street (site 0067) no longer has a developer attached. It should be acknowledged that the site may not deliver 200 units within the 2020-2030 period. This will impact upon the number of units that can be delivered during the plan and post plan period.

Response:

The Council considers the site to be likely effective during the period of LDP2. A developer is progressing the site and a Proposal of Application Notice has been submitted.

Comment: MIR2 Denny and Dunipace Sites

The former Denny High School (site 0012) has no identified developer and has appeared in the Housing Land Audit since 2004. The lack of a current planning consent/ application/ developer interest casts doubt on the site's deliverability in the short to medium term.

Response:

The site is considered effective in the period of the plan. It is in the ownership of the Council who are preparing a masterplan with a view to developing it for Council new build.

Comments 3

Name: **Polmont Gospel Hall**

02871/FLDP_MIR/3001/001

Comment: MIR2 Braes and Rural South Sites

Polmont Gospel Hall seek to identify land for development (use not specified) within their landholdings. No site boundary identified.

Response:

Comment noted. However, no site boundary was identified in order to consider the site for inclusion.

Comments 1

Name: **Private Land Lord**

02751/FLDP_MIR/3001/001

Comment:

MIR2 Falkirk Sites

Supports conversion of Victoria Buildings to flats, with land around redeveloped, which would help regenerate the area round about.

Response:

Comment noted. The Victoria Buildings site has not been identified as a specific housing proposal in the Proposed Plan, as there is a range of uses which may be suitable.

Comments 1

Name: **R M Reid & Son**

02788/FLDP_MIR/3001/001

Comment:

MIR2 Falkirk Sites

Objects to any future allocation of the site at Glen Farm, Falkirk (site 121) for housing, which is identified as a non-preferred site in the MIR. Objector is the tenant farmer of the site. Various issues and constraints are highlighted including visual impact, its location beyond the natural settlement boundary, poor vehicular access, low accessibility, increased pressure on schools, impact on adjacent wildlife areas and flooding. Development would also have an adverse impact on the Milk Barn, and therefore on local tourism. The fields in question are the best quality agricultural fields in the farm holding, giving serious impact on the farm business. The objector is a secure tenant and would resist resumption of the land through court proceedings.

Response:

The site at Glen Farm, Falkirk has not been identified as a proposal in the Proposed Plan. The site is not considered a suitable location for expansion of Falkirk due to a poor fit with the existing urban area, potential landscape and ecological impacts, and its generally low accessibility.

Comments 1

Name: **Reddingmuirhead and Wallacestone Community Council**

00426/FLDP_MIR/3002/001

Comment:

MIR2 Braes and Rural South Sites

57 standard letters from local residents submitted by Reddingmuirhead and Wallacestone CC objecting to development at Standrigg Road, Wallacestone (site 147). The objection is made on the grounds of loss of green belt land and its recreational value, impact on wildlife, roads, healthcare, education, Polmont rail station parking and power supply.

Response:

The site at Standrigg Road 1 has not been allocated as a proposal in the Proposed Plan. The site does not represent a logical extension to the urban area, has low overall accessibility and there are constraints on the local road network. There would be potentially significant landscape impacts, due to its topography.

Comment:

MIR2 Braes and Rural South Sites

We object to the development of the site at Standrigg Road (Site 147) because: the development will occupy areas which are currently enjoyed by many people on a baily basis; views of the surrounding countryside will be destroyed; the development will destroy the habitat of deer, badgers, foxes and birds; development will lead to the coalescence of Brightons and Wallacestone with Maddiston and California; increased road traffic will cause additional pollution and be to the detriment of road safety; local schools and health centres are at capacity; and additional pressure will be placed on parking at Polmont Station.

Response:

Comments noted. The Proposed Plan does not identify the site as a housing proposal due to the potential for landscape/ecological impacts, local road network constraints, and the relatively low accessibility of the site.

Comments 2

Name: **Mr David J Reid**

02725/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr J Reid seeks the inclusion of a site at Reddingmuirhead Road, Shieldhill (site 55) for housing development.

Response:

The site is proposed for de-allocation in the Proposed Plan, due to issues with effectiveness and delivery. However, the site will be retained in the Urban Limit, which would enable it to come forward should the site's constraints be capable of being overcome.

Comment:

MIR2 Braes and Rural South Sites

Mr David J Reid seeks the inclusion of Middlerigg Farm (site 211) for housing. The site is considered effective, and Taylor Wimpey are progressing the site. The site is a revised scheme, smaller than previously submitted, in line with community aspiration. The site will also deliver greenspace, and will integrate well into the village.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. Reddingmuirhead has been subject to very substantial development over recent years, and LDP1 decided on a strategy of consolidation for this part of the Braes. It is considered appropriate that this strategy remain in place, and that incremental growth around the fringes of Reddingmuirhead and Wallacestone is not the optimum option for further growth in the Braes.

Comments 2

Name: **Ms Ruth Robb**

00785/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the allocation of land at Crawfield Road, Bo'ness (site 102) for housing. Site is green belt. There are many other sites in the town which would benefit from regeneration, and benefit the town centre. Development would be occupied by commuters as there is almost no local employment. The local school is full. The A706 is very busy. Water supply is at capacity.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Messrs Robertson**

02873/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Messrs Robertson seek the inclusion of a site at Gilandersland, Maddiston (site 144) for housing. The site is considered effective in terms of ownership, and is relatively free of constraint, and is located in an area of proven marketability.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. Reasons include landscape impact, loss of prime agricultural land and lack of capacity at Maddiston Primary School to accommodate scale of development.

Comments 1

Name: **Mr Arthur Robertson**

02925/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Questions the lack of justification for the proposed allocation of land for housing at Crawfield Road, Bo'ness (site 102). Development of green belt should be a last resort. Insufficient explanation is provided on why Bo'ness Foreshore is not being progressed instead.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Mrs L Robertson**

02866/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mrs L Robertson seeks the inclusion of a site for housing at Wesleymount Farm 1 (site 214) at California.

Response:

The site does not represent a logical extension of the existing allocated site. Church Road is constrained and is not suitable for accessing the proposed scale of additional development. There is an apparent lack of demand for new housing in California and the site has potentially high development costs. The site is therefore not proposed for allocation for residential development in the Proposed Plan.

Comments 1

Name: **Mr Fred Robinson**

02824/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the allocation of land for housing at Crawfield Road (site 102). Site is green belt which was protected in last plan. Local views are now being ignored. Site is an important amenity for the town. Query about financial gains for the Council. Foreshore should be prioritised, along with the Drum.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release. Bo'ness Foreshore is not considered to an effective site for large scale growth due to constraints, high development costs and viability issues.

Comments 1

Name: **Jules Robinson**

02906/FLDP_MIR/3001/004

Comment:

Preferred options for housing are supported, especially Falkirk Town Centre and Falkirk Gateway housing.

Response:

Support noted.

Comment:	MIR2 Braes and Rural South Sites
Objects to potential development of land at Standrigg Road, Brightons (site 221) for housing due to traffic problems on Standrigg Road and capacity issues at local primary schools.	
Response:	
The Standrigg Road site (site 147) has not been allocated as a housing proposal in the Proposed Plan. It does not represent a logical extension to the urban area, has low overall accessibility, and the local road network is constrained. There would be potentially significant landscape impacts, due to its topography.	
	Comments 2
Name: Mr Peter Robinson	02913/FLDP_MIR/3001/005
Comment:	MIR2 Braes and Rural South Sites
I object to the development of the site to the south of Standrigg Road (Site 221). There is inadequate road infrastructure all along Sunnyside Road/ Standrigg Road, in particular at the bend in the road adjacent to Westquarter Cricket Club and the adjoining nursery. Increasing the amount of traffic will be to the detriment of road safety. Development will also increase the pressure on local amenities such as schools doctors and dental surgeries and on services, water and drainage. Brownfield sites should be used for housing rather than allcating new houses on green spaces.	
Response:	
Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.	
	Comments 1
Name: Ms Kathryn Rosevear	02921/FLDP_MIR/3001/004
Comment:	MIR2 Braes and Rural South Sites
The site at Standrigg road in Brightons (Site 221) should not be allocated for housing. Local schools and doctors surgeries don't have the available capacity. Increased traffic on Standrigg Road would be to the detriment of road safety as the road is narrow and without pavements in places. There would also be an impact on the sewerage system.	
Response:	
Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.	
	Comments 1
Name: Roy Mitchell Design Ltd	00193/FLDP_MIR/3001/001
Comment:	MIR2 Rural North Sites
Seeks inclusion of Blairs Farm Torwood (site 152) for a mixed use development including residential (50 units), a hotel/restaurant, a local shop, a Garden Centre, public open space and woodland planting. The site comprises flat agricultural land adjacent to Torwood.	
Response:	
The site has not been identified as a housing proposal in the Proposed Plan. It would represent a major extension of Torwood on the opposite site of the A9. There are significant environmental impacts, as well as education constraints and access issues. Given lack of local facilities and poor accessibility to other services significant housing growth in Torwood not favoured.	
Comment:	MIR2 Rural North Sites
The preferred allocation at Newton Avenue South Skinflats (site 165) should not be supported going forward. Aside from a range of related environmental impacts there is simply no likely market for such a development.	
Response:	
Newton Avenue South Skinflats (site 165) has not been identified as a housing proposal in the Proposed Plan.	
	Comments 2
Name: RSPB	00977/FLDP_MIR/3001/006
Comment:	MIR2 Braes and Rural South Sites
The deallocation of Hillend Farm (057) is supported. This site has the potential to impact on the foraging range of birds associated with the Slamannan Plateau SPA.	
Response:	
The Proposed Plan has de-allocated most of Hillend Farm. A small part of the site at the east end (site 205) has been retained as a housing opportunity	
	Comments 1

Name: **Scotland Fire and Rescue Service**

00331/FLDP_MIR/3002/003

Comment:

SFRS welcome the LDP2 Objectives (para. 2.15) relating to the goal of Thriving Communities and highlight the importance of facilitating population and household growth, and the provision of required infrastructure. Suitable, available and sustainable brownfield sites should be fully supported by the Council for the delivery of new homes.

Response:

Comment noted.

Comment:

MIR2 Braes and Rural South Sites

The Scottish Fire and Rescue Service support the allocation of Maddiston Fire Station (site 140) as a preferred option for redevelopment. However, they object to the identification of the site in the MIR for employment and community use. The site is a large, brownfield site within an established residential area. The MIR does not indicate the scale, type or strategic need for employment land and community uses in this area, and offers no market evidence to justify the allocation. The site is not referenced in Technical Report 6.

Response:

The site is identified in the Proposed Plan for business, retail and community use. The site is a prominent brownfield site within the village core, and is ideally placed to accommodate community/business uses, serving this growing community, subject to further assessment. Community needs are currently being assessed through the community planning process. It has not been proven that there is no demand for retail and business use on the site.

Comments 2

Name: **Scottish Canals**

00516/FLDP_MIR/3001/003

Comment:

The canal corridor is a key priority and green network opportunity. It should also be seen as an opportunity for sustainable drainage infrastructure. A recent monitoring report has shown that areas beside canals in central Scotland have performed better in terms of housing and development delivery than areas outwith the canal corridor. The canal corridor should therefore be prioritised as a key opportunity to deliver more sustainable development.

Response:

The canal corridor is identified as a key element within the 'Green and Blue Network' section of the Spatial Strategy. Falkirk Canal Corridor continues to be identified as a green network opportunity. A policy on canals continues to be included in the Proposed Plan, including support for the use of the canals as part of surface water management strategies.

Comments 1

Name: **Scottish Natural Heritage**

00646/FLDP_MIR/3002/003

Comment:

Scottish Natural Heritage provide detailed comments and recommendations in relation to a number of the preferred and non-preferred sites in the MIR where there is a particular need to consider natural heritage assets.

Response:

Detailed comments have been taken into account in site assessment and mitigation included where appropriate in development guidance.

Comments 1

Name: **Ms Briony Sedgwick**

01260/FLDP_MIR/3001/002

Comment:

MIR2 Bo'ness Sites

Expansion of Bo'ness at Crawfield Road (site 102) seems the most sensible area, if this level of new housing is required. Focusing on existing sites that would be better developed first also seems sensible. Alternative site at Muirhouses (site 105) seems unnecessary at this stage given the level of impact it would have on the area.

Response:

Neither the site at Crawfield Road nor the sites at Carriden/Muirhouses have been allocated as housing proposals in the Proposed Plan. A strategy of consolidation is being pursued, with the focus on existing allocated sites.

Comments 1

Name: **SEPA (East Region)**

00532/FLDP_MIR/3001/008

Comment:

SEPA have provided comment on all sites in the MIR relating to flood risk, water environment and co-location issues.

Response:

Noted. SEPA's comments have informed the Council's consideration of land allocations with respect to these issues. See Technical Report 2: Site Assessment and the revised Environmental Report for further detail.

Comments 1

Name: **Shieldhill and California Community Council**

00437/FLDP_MIR/3003/002

Comment:

MIR2 Braes and Rural South Sites

If Site 056 (Hillcrest) cannot be delivered as envisioned in LDP1 it should be excluded from LDP2.

Response:

The comment is noted. The site is carried forward into LDP2 as an allocated housing site reflecting the recent minded to grant decision.

Comments 1

Name: **Ms Marie Short**

02917/FLDP_MIR/3001/003

Comment:

MIR2 Braes and Rural South Sites

Building housing on the fields to the south of Standrigg Road (Site 221) is not supported. Additional traffic generated by the proposed development will cause road safety issues along Standrigg road, particularly at the corner opposite the cricket club and nursery. No provision is made for the extra school children likely to live in the new development. Local doctor and dental surgerys are already at capacity. The field proposed for development has drainage problems which can overflow to affect existing homes on Standrigg Road, new development is likely to exacerbate this problem.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Mr Angus Smith**

02885/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects the proposed allocation of land at Crawfield Road, Bo'ness (site 102) for housing as it would have a bad effect on the Bo'mains Meadow Wildlife Reserve owned by Scottish Wildlife Trust.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Michael & Janice Smith**

02915/FLDP_MIR/3001/003

Comment:

MIR2 Braes and Rural South Sites

The site at Standrigg Road (Site 147) should not be allocated for housing development. There is limited public transport and other local facilities in the area and additional traffic generated by the development would be to the detriment of road safety. Development could have an adverse affect on an adjacent designated woodland and on the semi-rural character of the Wallacestone/ Reddingmuirhead area.

Response:

Standrigg Farm (site 147) does not represent a logical extension to the urban area, and has low overall accessibility. There would be potentially significant landscape impacts, due to its topography. Cumulative impacts on the local road network, and other infrastructure were a key consideration in terms of the growth strategy for the Braes in LDP2, with the main areas of growth in the immediate local area continuing to be focused on Maddiston East. The site is therefore not included for development in the Proposed Plan.

Comments 1

Name: **Ms Cathie Smythe**

02889/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Crawfield Road (site 102) seems a sensible expansion area for Bo'ness with good access to the existing road network. The alternative site mentioned at Muirhouses (sites 104, 105) would be huge in terms of impact on the surrounding area and difficulties accessing the road network via Carriden Brae. Retaining some of the existing sites such as the Bo'ness Foreshore is essential, in the hope these can be developed in the future which should aid the regeneration of Bo'ness Town Centre.

Response:

Neither the site at Crawfield Road nor the sites at Carriden/Muirhouses have been allocated as housing proposals in the Proposed Plan. A strategy of consolidation is being pursued, with the focus on existing allocated sites. Whilst the potential benefits of the development at Bo'ness Foreshore are acknowledged, the site is not considered likely to be deliverable in the plan period due to constraints, high development costs, low marketability and consequent viability issues. Consequently, it has been de-allocated. It will remain as open space, however, and if market conditions change significantly, redevelopment options could be considered again in the future.

Comments 1

Name: **SportScotland**

00330/FLDP_MIR/3002/006

Comment:

MIR2 Denny and Dunipace Sites

Flags up that as the last use of the Denny High School site (site 012), was as an outdoor sports facility, redevelopment would be subject to statutory consultation with sportscotland.

Response:

Comment noted. The guidance on the Denny HS site in the Proposed Plan indicates that the previous requirement to retain all the playing fields would be re-assessed against Scottish Planning Policy. This is likely to be in the context the Sport Pitch Strategy or a local assessment of provision and usage.

Comment:

MIR2 Falkirk Sites

Site 159 at St Giles' Square may contain a playing pitch. The LDP should make it clear that any proposed loss of a playing pitch should comply with SPP.

Response:

Comment noted. The site at St Giles Square is not identified as a proposal in the Proposed Plan.

Comment:

MIR2 Falkirk Sites

Part of the Grangemouth Road, Falkirk site (site 025) appears to be currently used as sports pitches. Any proposed redevelopment would be subject to the provisions of SPP and consultation with sportscotland. Reference should be made to the impact on the outdoor sports facility in the site details within the LDP.

Response:

The playing pitch has been largely removed from the allocated site at Grangemouth Road in the Proposed Plan.

Comments 3

Name: **Mr Allan Stewart**

02924/FLDP_MIR/3001/001

Comment:

MIR2 Bo'ness Sites

Objects to the proposed allocation of land for housing at Crawfield Road, Bo'ness (site 102). Site is green belt and the focus should be on other approved sites and brownfield areas. Development will result in the removal of green network, rather than the claimed benefits to green network. Two paths to the south of the town will be destroyed. Potential drainage benefits are also challenged; if there are drainage issues on Crawfield Road, these should be addressed by the Council and landowner directly. Notification process is queried.

Response:

The site at Crawfield Road has not been allocated as a housing proposal in the Proposed Plan due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comments 1

Name: **Ms Fiona Stewart**

02897/FLDP_MIR/3001/004

Comment:

MIR2 Bo'ness Sites

The Crawfield Road site in Bo'ness and Drum sites seem sensible in terms of logical expansion and connection to existing road network.

Response:

The Drum sites have been carried forward into the Proposed Plan. The site at Crawfield Road has not been allocated as a housing proposal due to concerns about the loss of green belt, and the range of landscape and environmental impacts associated with such a large scale housing release.

Comment:

MIR2 Bo'ness Sites

Objects to the non-preferred housing sites at Carriden/Muirhouses (sites 104,105). Carriden Brae is a dangerous road with little opportunity to improve. This would have a huge impact on the character of the area and Carriden Estate which is a beautiful part of the green network. There would be an adverse impact on Muirhouses conservation village.

Response:

The site at Carriden/Muirhouses has not been identified as a proposal in the Proposed Plan. This site is not considered to be an appropriate location given significant landscape, ecological, and historic environment impacts, the impact on the character of the village of Muirhouses, low accessibility, and the constrained nature of Carriden Brae as an access to large scale development.

Comments 2

Name: **Stewart Milne Homes**

00371/FLDP_MIR/3001/006

Comment:

Supports the revision of the alternative sites policy to be used in the event of a shortfall in the 5 year effective land supply whilst reserving the right to make comment on the detailed criteria.

Response:

A revised policy on alternative sites has been included in the Proposed Plan.

Comment:

MIR2 Bo'ness Sites

Supports a new Strategic Growth Area to the east of Bo'ness at Carriden/Muirhouses (sites 104, 105), identified as one of the alternative, non-preferred options in the MIR. Land is controlled by Stewart Milne and a development framework is submitted illustrating how the site could be developed, including an initial allocation of 250 units. A number of accompanying assessments have also been prepared covering landscape capacity, ecology, archaeology, transport, access, and site conditions which demonstrate that development can be sensitively accommodated and delivered in the lifetime of the LDP. No insurmountable barriers to development have been identified. The opportunity to add to the green network has also been identified.

Response:

The site at Carriden/Muirhouses has not been identified as a proposal in the Proposed Plan. A strategy of consolidation is proposed in Bo'ness, with no further allocations over and above existing commitments. The existing sites which form part of the Bo'ness South East Strategic Growth Area provide for a substantial level of growth in the town over the plan period, and the completion of the Drum development is considered the priority. This site is not considered to be an appropriate location for growth given significant landscape, ecological, and historic environment impacts, the impact on the character of the village of Muirhouses, low accessibility, and the constrained nature of Carriden Brae as an access to large scale development.

Comments 2

Name: **Stirling Council**

00617/FLDP_MIR/3001/001

Comment:

Notes that there are no significant additional allocations in proximity to the Stirling Council boundary, so Stirling's planning and environmental interests are unlikely to be adversely affected.

Response:

Comment noted.

Comments 1

Name: **Isla Sutherland**

00875/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to the potential development of site at Standrigg Road, Brightons (site 221) for housing.

Response:

Standrigg Road (Site 221) site would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Mrs Jeanette Sutherland**

02863/FLDP_MIR/3001/001

Comment:

MIR2 Rural North Sites

Seeks the allocation of Dunmore South (site 208) for elderly amenity residential bungalows (29 units). The land is currently rough grazing land. It is an effective housing site and would create a logical extension to the village.

Response:

Dunmore South is not identified as a housing proposal in the Proposed Plan. The site is subject to a number of significant environmental constraints, including landscape, historic environment and coastal flooding issues. There are also significant infrastructure constraints including capacity issues in local catchment schools, lack of a sewer network and limited local services.

Comments 1

Name: **Mr & Mrs J. A. B. Taylor**

02864/FLDP_MIR/3001/001

Comment:

MIR2 Bonnybridge and Banknock Sites

The site at East Bonnybridge (site 77) should be identified as a mixed use allocation as it is a natural extension to the east of Bonnybridge, owners have the site under option and a major national house builder has shown interest.

Response:

The site has been carried forward into the Proposed Plan as a mixed use allocation. The gas pipeline constraint is considered to be a major factor constraining the effectiveness of the site, although investigations are ongoing regarding potential solutions.

Comment:

MIR2 Rural North Sites

Seeks the allocation of a 6 acre site at Torwoodhead (site 216) for housing. The site could contribute to meeting the housing land requirements and there are no known constraints.

Response:

The site is not identified as a housing proposal in the Proposed Plan. The isolated site would represent ribbon development along the A9, and involve the loss of prime agricultural land. There are potential ecological impacts associated with the proximity of important woodland habitats, and significant education constraints.

Comments 2

Comment:

Support Alternative option in 4.53 to make no allowance for windfall development, unless the numbers can be supported by robust justification in terms of past completions.

Response:

A windfall allowance is permitted by SPP, and reflects the relatively high levels of windfall sites which have historically come forward in the area. The figure of 50 units per year has been justified by an analysis of past trends.

Comment:

Broadly support Alternative Sites policy set out in 4.55, however would like to see Council go further by providing more certainty where development may or may not happen in the future in the event of the 5 year land supply failing.

Response:

If a shortfall occurs in the housing land supply Policy HC01 provides the criteria to assess additional sites.

Comment:

MIR2 Braes and Rural South Sites

Taylor Wimpey seek the inclusion of a site at Middlerigg, Reddingmuirhead (Site 211) for housing. The site is a smaller (approx 200 units), revised site from previous submissions. The site represents a logical extension to the settlement, within an established landscape framework, which will avoid coalescence of Wallacestone and Reddingmuirhead. The proposal will provide enhancement to the Polmont Burn corridor. The site is relatively unconstrained, and is considered deliverable and effective, in an area of known marketability. The site would make a significant contribution to the 5 year housing land supply.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. Reddingmuirhead has been subject to very substantial development over recent years, and LDP1 decided on a strategy of consolidation for this part of the Braes. It is considered appropriate that this strategy remain in place, and that incremental allocations around the fringes of Reddingmuirhead and Wallacestone are not the optimum option for further growth in the Braes. Despite the revised site boundary, the site would still contribute to coalescence of Reddingmuirhead and Wallacestone.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Support for housing development at Roughlands Farm (site 130) outlined in option 3 of Alternatives in 4.49. This could be an alternative to Hill of Kinnaird (site 94) rather than changing an existing strategic business allocation to accommodate residential development. Roughlands forms a logical and rounding off to the settlement.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. The site would represent a significant extension of the urban area into the green belt and potential landscape issues. Capacity constraints at Larbert High School means that further significant housing growth in Larbert/Stenhousemuir is not supported

Comment:

MIR2 Larbert and Stenhousemuir Sites

Support for a new Carronshore Strategic Growth Area involving a large scale green belt release at Kirkton Fam (sites 127 and 129), as set out in Alternative Option 5 in 4.49. A safeguarding for future development is sought in this LDP to enable further work to be carried out.

Response:

The sites have not been identified as housing proposals in the Proposed Plan. They would represent a major extension to the urban area of Stenhousemuir/Carronshore into the green belt, with associated significant environmental impacts. There are also significant education and transport constraints.

Comments 5

Comment:

MIR2 Rural North Sites

Support for the continued retention of the Glebe 1 (site 042) in Airth for future housing development. It has an expected time frame of 2018/19 for the delivery of 40 units.

Response:

Support noted. Housing Site H50 (MIR 042) The Glebe, Airth is carried forward into the Proposed Plan from LDP1.

Comments 1

Comment:

Transport Scotland (TS) note the scale of new housing proposed and do not have any concerns relating to potential cumulative impact on the trunk road network in the area. TS worked with the Council on the previous plan which identified mitigation measures, many of which are still to be delivered. Nonetheless, a TA is envisaged for any application for the Crawfield Road, Bo'ness site (site 102) which would include assessment of impact on M9 Junction 3.

Response:

Comment noted. The Crawfield Road site in Bo'ness has not been allocated as a housing proposal.

Comments 1

Name: **Mr John Travers**

02905/FLDP_MIR/3001/003

Comment:

MIR2 Braes and Rural South Sites

Objects to potential development of land at Standrigg Road, Brightons (site 221) for housing. Site is a pleasant greenspace which is central to the character of the local community. Pressure will be put on local amenities and roads. Local road network is already too busy and development would lead to further congestion. There have been power outages in the local area and drains flooding.

Response:

The site at of Standrigg Road (Site 221) is not allocated as a housing proposal in the Proposed Plan. It would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road.

Comments 1

Name: **Sandy Trimmer**

00753/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr Trimmer does not support any allocation for 5 self build units at Irene Terrace, Standburn (site 210). The access presents road safety and visibility issues, particularly in terms of parking for the primary school.

Response:

The site is not allocated for development in the Proposed Plan. Development would constitute backland development, and would not be sympathetic to the prevailing settlement pattern. There are also access issues, and the effectiveness of the site is not clear.

Comments 1

Name: **Wallace Land Investments**

00001/FLDP_MIR/3002/012

Comment:

Support for an 'alternative sites' policy as set out in paragraph 4.55 which is necessary to ensure that a minimum five year effective supply of housing land is maintained.

Response:

Support noted. The 'alternative sites' provision has been included in Policy HC01 in the Proposed Plan.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Seeks the allocation of Bensfield Farm (site 131) for housing (240 units). The delivery would be brought forward in phases with full output achievable in the period to 2024. The site is in single ownership and immediately effective.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. It does not represent a natural rounding off to the urban area and could set a precedent for further incremental incursions into the green belt. Capacity constraints at Larbert High School means significant housing growth in Larbert/Stenhousemuir is not supported.

Comments 2

Name: **Ms Yvonne Weir**

02907/FLDP_MIR/3001/001

Comment:

Strongly opposed to any proposals for further housing in Larbert/Stenhousemuir given the current infrastructure constraints and lack of open space within the area.

Response:

Larbert and Stenhousemuir is identified as having low growth potential in the period 2030-2040, which reflects infrastructure capacity constraints.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Opposed to development at Denny Road (site 132). It would be contrary to the hospital masterplan, would have an adverse impact on the Maggie's Centre and Loch View and there is already considerable housing growth in the area which existing infrastructure is struggling to cope with.

Response:

The site has not been identified as a housing proposal in the Proposed Plan.

Comment:

MIR2 Larbert and Stenhousemuir Sites

Opposed to development at Stirling Road (site 133). It would be contrary to the hospital masterplan, would have an adverse impact on the Maggie's Centre and Loch View and there is already considerable housing growth in the area which existing infrastructure is struggling to cope with. It would affect the emergency services access road.

Response:

The site has not been identified as a housing proposal in the Proposed Plan.

Comments 3

Name: **Mr David Whitmarsh**

02855/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr Whitmarsh does not support any development at Standrigg Road 2 (site 221). Local schools experience capacity issues and are under increasing pressure. Standrigg Road is not suitable for increased traffic, in part due to the the bend in the road adjacent to the cricket club. It would also be difficult to widen the road and undertake additional improvements. Drainage is also an issue which should be considered. Development would go against the LDP objective of developing brownfield sites in preference to greenfield sites.

Response:

Development of Standrigg Road (Site 221) would represent a substantial extension of the Wallacestone/Rumford urban area, which may create a precedent for further incremental growth along Standrigg Road. Although landscape impacts could potentially be managed, the local transport infrastructure is substandard, and even with improvements, further growth along Standrigg Road is not ideal. Pedestrian accessibility of the site is impacted by the lack of footway along the length of Sunnyside and Standrigg Road. The site is therefore not identified for housing development in the Proposed Plan.

Comments 1

Name: **Mr & Mrs Peter & Elizabeth Williamson**

02929/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Objects to potential residential development site at Standrigg Road, Wallacestone (site 147). Housing will take up a large area of green belt and adversely impact on wildlife and countryside recreation. Standrigg Road and surrounding area are not built to cope with the huge increase in traffic that will result. Local infrastructure such as schools, GP surgeries, Polmont rail station parking, and electricity supply network cannot support this development. Extensive development in the Braes has been ongoing for some time.

Response:

Standrigg Farm (site 147) does not represent a logical extension to the urban area, and has low overall accessibility. There would be potentially significant landscape impacts, due to its topography. Cumulative impacts on the local road network, and other infrastructure were a key consideration in terms of the growth strategy for LDP2, with the main areas of growth continuing to be focused on Maddiston East. The site is therefore not identified for residential development.

Comments 1

Name: **Mr Edward Wood**

02857/FLDP_MIR/3001/001

Comment:

MIR2 Falkirk Sites

Scrapyard at Glen Works, to the south of Glen Village, should be allocated for 120 residential dwellings and a 60 bed nursing home. D Morton Demolition has relocated so the site is a vacant brownfield site which would be a sustainable location for new housing. It is well located in relation to public transport and local facilities, and infrastructure is available. Redevelopment of this degraded site would provide net environmental benefit. The site meets the criteria for effectiveness.

Response:

The site at Glen Works, Falkirk has not been identified as a proposal in the Proposed Plan. Although site is brownfield and reasonably well screened, it is detached from the urban area and has low accessibility to local services. Access is problematic from a safety point of view and road network in the immediately vicinity is poor. There are concerns about effectiveness, with uncertainty about viability and the extant waste management licence being key unresolved issues.

Comments 1

Name: **Woodland Trust Scotland**

00549/FLDP_MIR/3001/002

Comment:

Development on, or in close proximity to, ancient woodland sites is opposed. The importance of ancient woodland is highlighted in SPP. Development impacts on ancient woodland are outlined including chemical effects, disturbance, colonisation by non-native plants, and cumulative impacts. A list of sites where ancient woodland would be affected is provided, with commentary, including Crawfield Road, Bo'ness (site 102); Parkhall North (East) (site 142); Parkhall North (sites 141); sites which are part of the Denny South East SGA (sites 12, 13, 14, 67); Woodend Farm 1 and 2, Falkirk (sites 160, 161); and Airth sites (39 and 41).

Response:

Comments on individual sites are noted. The Proposed Plan includes a policy which presumes against loss of ancient woodland. In respect of key individual sites, guidance on retention of the existing woodland resource is also provided.

Comments 1

Name: **Mr & Mrs Jamie & Nicola Young**

02870/FLDP_MIR/3001/001

Comment:

MIR2 Braes and Rural South Sites

Mr and Mrs Young do not wish to see development at a site at Irene Terrace (Site 210) for 5 self-build plots. The site is agricultural land, and also has ecological value. The site access has poor road visibility, and is opposite the school entrance which would create road safety problems. The existing site at Standburn West (site 60) represents the communities preferred area of growth for the village.

Response:

Irene Terrace (Site 210) is not identified as a housing proposal in the Proposed Plan. The Proposed Plan retains LDP1's housing land allocation of Standburn West (Site 60).

Comments 1

Comment:

The preferred option for Rural North is not supported. Deliverability and effectiveness of two sites in Torwood (McLaren Park and Torwood School) is questioned as neither site has commenced construction. It is submitted that sites at Castle Crescent Torwood and East of Letham Cottages are effective and can contribute to the housing land supply for 2020-30. Alternative Options 3 and 4 for Rural North are therefore supported.

Response:

The alternative options 3 and 4 for Rural North are not supported in the Proposed Plan. Castle Crescent has not been identified as a housing proposal, given the lack of local facilities and poor accessibility to other services, as well as education constraint. East of Letham Cottages has not been identified as a housing proposal, due to impact on the setting of the Conservation Area and the wider landscape, and similar to Torwood the village has a lack of local facilities and poor accessibility to other services.

Comment:

MIR2 Rural North Sites

Promotes housing site located to the north west of Castle Crescent in Torwood (site 154). The site is 3.5ha and could accommodate 40-60 units with a mixture of housing tenures including affordable. It is an effective site which could contribute towards the housing land supply. The site could be developed in the first phase of the plan 2020-2025.

Response:

The site has not been identified as a housing proposal in the Proposed Plan. Given the lack of local facilities and poor accessibility to other services, significant housing growth in Torwood is not favoured. Education constraints are also significant.

Comment:

MIR2 Rural North Sites

Promotes land at Letham East (Site 155) for housing development. The site comprises 2ha of agricultural land. The site could be developed for housing during the first period of the plan 2020-25.

Response:

Letham East is not identified as a housing proposal in the Proposed Plan. The site would impact on the setting of Letham Conservation area and the wider landscape, there is a lack of local services and poor accessibility to other services, and the effectiveness of the site is uncertain.

Comments 3

Total no. of comments 260