

Falkirk Local Development Plan Technical Report 5 Economy and Employment Land

1. Introduction

1.1 This review of employment land is being undertaken in connection with the emerging Falkirk Local Development Plan. It seeks to:

- Provide a summary of the current economic situation within the Falkirk Council area
- Review national and local economic and planning policy which influences spatial planning and the use of land
- Review the take up of employment land since 2002
- Analyse trends in take up and demand – assess demand for business land
- Assess suitability of existing sites through qualitative assessment
- Assess suitability of pre MIR sites through qualitative assessment
- Assess need for further land allocations

1.2 A key aim of the Scottish Government is to ensure long-term sustainable economic growth.

1.3 Building a stronger and more successful economy is also central to the vision for the Falkirk area.

1.4 The planning system needs to provide the spatial framework to assist future economic growth, by ensuring that a number of key objectives and criteria are met.

1.5 In terms of employment land, key objectives of the LDP are:

- to ensure the right quantity and quality of marketable employment land is available in the right locations, to support the future growth and diversification of the economy, having particular regard to the needs of potential growth sectors;
- to protect our existing business areas in a way which recognises their value to the economy of the area, whilst allowing an appropriate level of flexibility

1.6 Whilst the availability of property is an integral component of economic development and growth, this study is concerned with the supply of land, and its delivery through the planning process. It does not comprise a detailed market analysis or a detailed assessment of past and likely future property requirements. As the focus of the exercise is on supply of land rather than property, it does not constitute a full market appraisal of the demand and likely take up of development.

2. Economic Profile of the Falkirk Area

General Overview

- 2.1 The Falkirk Council area enjoys a central location at the heart of the Scottish Central Belt. It has a growing population which exceeded 150,000 for the first time in 2007. The area is one of the best connected in Scotland. It lies midway between Glasgow and Edinburgh and their airports, is situated at the heart of the motorway network, and enjoys strong maritime trade links with Europe and beyond through the port of Grangemouth.
- 2.2 The area has a dynamic economy which is built largely on its locational strengths. Grangemouth is Scotland's largest container port and the Falkirk-Grangemouth area is a key node in much of Scotland's logistics industry. This sector has witnessed a 51% increase in productivity in the past 10 years. It is also home to Ineos, one of the world's largest independent chemical companies, with its refinery and petrochemical facilities, and to Aurelius/Calachem (formerly KemFine UK), which makes chemicals for the agrochemical and pharmaceutical industries.
- 2.3 Beyond the petrochemical and logistics sectors, there are a number of other significant employers in the area including Forth Ports, Asda and Alexander Dennis Ltd. Tourism has become an increasingly important strand in the economic fabric of the area, with a growing number of tourists visiting the area. The Falkirk Wheel is now one of the most popular Scottish tourist destinations, attracting in excess of three million visitors between 2003 and 2009. Other major sources of employment within the area are the public sector, food and drink and timber processing industries.

Employment

- 2.4 The overall number of jobs in the Council area for the years 1997 to 2009 are shown below:

Year	Employment	Employment
1997	51,100	51,100
1998	56,500	56,700
1999	52,700	52,900
2000	54,000	54,200
2001	57,400	57,600
2002	56,400	56,600
2003	56,200	56,400
2004	58,700	58,900
2005	58,800	58,900
2006	58,100	58,300
2007	59,100	59,300
2008	59,400	59,600
2009	56,500	56,500

Source: Annual Business Inquiry Employee Analysis (1998-2008), 2009 – Business Register and Employment Survey NOMIS (Crown copyright)

Note that there is a discontinuity between the 1998-2008 and 2009 figures due to the introduction of the new survey data. Change between 2008 and 2009 may not therefore reflect the actual change in the number of jobs in the area.

- 2.5 This shows that numbers in employment reached their peak in 2008 with a total of 59,600 jobs in the Council area, and represents growth of over 16% in the period from 1997. Since then, the number has fallen to 56,500 in 2009.
- 2.6 Forecasts from SLIMS Consulting prior to the recession estimated that employment would grow to over 63,500 by 2013. This was based on past trends and is unlikely to materialise given the change in economic circumstances.

Unemployment in the Falkirk Council area

- 2.7 The claimant count shows that 4,792 people (4.8% of Falkirk's working-age population) were unemployed in March 2011. This is an increase compared to the March 2010 figure of 4,310. Looking at a longer range comparison, in March 2000, the claimant count was 3,787 and decreased to the lowest count of 2,088 in March 2008.
- 2.8 Unemployment has been increasing since the summer of 2008 and reached the highest point in March 2011.

Employment by Industry

- 2.9 Although Falkirk has more people employed within manufacturing than Scotland as a whole relative to the Scottish economy, (13% compared to the Scottish average of 8%), manufacturing employment is declining and is likely to decline further in the current recession.
- 2.10 As manufacturing has declined, the service industries have grown. A report published by Mackay Consultants in 2010 (Prospects for the Scottish Economy 2010-2013) estimated that over 70% of economic output and employment in Falkirk is now in the service sector.
- 2.11 The service sector is dominated by the public sector with Falkirk Council and NHS Forth Valley being the largest employers. The opening of the new Forth Valley Royal Hospital at Larbert in 2010 has increased the amount of employment in the health sector, providing additional jobs for local people. Other large public sector employers in the area are the Prison Service (Polmont Young Offenders Institution) and the Child Support Agency.
- 2.12 The area's excellent transport links have encouraged the expansion of warehousing and distribution, with employment in this sector above the Scottish average. Asda have their Scottish distribution depot in Falkirk and Tesco now use Grangemouth as the destination for daily rail freight deliveries to Scotland.
- 2.13 The area is less exposed to the crisis in the financial sector which in 2008 only employed 0.8% of the total in the Council area, compared to 3.9% in Scotland as a whole. However, the construction industry is over-represented in the area (7.69% in 2009 against a Scottish average of 5.5%) and has suffered significantly as a result of the economic downturn. This can be seen in the number of new housing sites where building is greatly reduced, and also in the increase in the number of unemployed seeking construction jobs.

- 2.14 Falkirk generally has a smaller proportion of its population employed in high end managerial and professional occupations which have higher earnings. In an area where manufacturing remains strongly represented, there is a higher proportion of process, plant and machine operatives than the Scottish average.
- 2.15 The following table shows the distribution of employment by industrial sector in Falkirk in comparison to Scotland as a whole:

Table: Jobs by Sector

	Total		Scotland	
	No.	%	No.	%
Primary (agriculture, mining, utilities)	700	1.2%	95,400	4.0%
Manufacturing	7,200	12.7%	187,800	7.9%
Construction	4,300	7.6%	132,200	5.5%
Wholesale and Retailing	10,400	18.4%	351,400	14.7%
Hotels and restaurants	3,400	6.0%	173,400	7.3%
Public sector	18,200	32.2%	732,300	30.7%
Financial Services	900	1.6%	120,800	5.1%
Transportation and Communication	4,000	7.1%	159,600	6.7%
Other Services	7,400	13.1%	429,600	18.0%
Total	56,500	100.0%	2,382,500	100.0%

Source: Business Register and Employment Survey 2009

Note: for confidentiality reasons the figures are rounded to the nearest 100.

Commuting Patterns

- 2.15 Falkirk is one of the best connected areas in Scotland, with measures to strengthen the area's connectivity continuing. Outward commuting is a significant feature in the economic profile of the area, as many people choose to live in Falkirk and work elsewhere, particularly in Glasgow, Edinburgh and West Lothian. However, there are many people who also commute into Falkirk and the level of self containment remains very high with around 65% of people living and working in the Council area.

Tackling the Economic Downturn

- 2.16 The worldwide recession has impacted on the area and its impact is being felt by local communities.
- 2.17 Despite the economic downturn, the Falkirk economy retains considerable strengths:
- The economy is strong and diverse.
 - The area has outstanding locational advantages vis a vis its proximity to the Port of Grangemouth and the Scottish motorway and rail network.
 - Falkirk's economy includes major companies such as Alexander Dennis Ltd, BP, Ineos, Forth Ports, Asda and Aurelius. Many companies compete successfully in markets where the recession's impact will be less significant and where opportunities for business growth can be exploited.
 - Public sector investment in housing, health facilities and roads are likely to cushion some of the impacts of the recession, particularly in construction.

- The area has capacity to respond to investment opportunities that arise and can exploit the prospects for economic growth to return. It is well-located, has a growing population, a strong commercial and industrial base and presents many excellent development opportunities.
- Recent business surveys have demonstrated that, despite the economic challenge, local companies remain fairly positive about levels of sales, investment and jobs in the coming year.
- A solid partnership exists between the public and private sectors in the area to ensure a proactive and effective response.
- Recent important developments for the economy include a proposed joint venture between INEOS and PetroChina which will see investment at the Grangemouth refinery and the sharing of petrochemicals experience and technology; and large orders for Alexander Dennis Ltd, which is now Europe's leading supplier of low carbon buses.

3. Planning and Economic Development Policy

Introduction

- 3.1 The Local Development Plan reflects national planning policy, those elements of economic policy which have implications for planning, and key elements of Scottish Government policy aimed at tackling the effects of climate change.
- 3.2 The following sections review key elements of national and local planning and economic development policy. This will demonstrate that the spatial framework for employment land promoted through the LDP is consistent with the aims and objectives of national planning policy, and national and local economic policy.

National Planning Policy

National Planning Framework

- 3.3 The National Planning Framework, (NPF2) provides a national spatial planning framework for a range of policies and projects including economic development. It confirms that the central purpose of the Scottish Government is to increase sustainable economic growth.
- 3.4 NPF2 describes the Upper Forth area as a strategic concentration of business activity and the importance of the Grangemouth area in particular to the Scottish economy. This importance is recognised by the designation of the Grangemouth Freight Hub as a 'national development' where a range of measures are proposed to strengthen and expand port related development.
- 3.5 At a local level, NPF2 notes that individual business locations need to be readily accessible from residential areas by sustainable modes of transport.

Scottish Planning Policy

- 3.6 Scottish Planning Policy (SPP) is a statement of the Scottish Government's policy on nationally important land use planning matters.

3.7 In terms of economic development, it states that planning authorities should be positive, flexible and responsive to economic conditions, removing unnecessary planning barriers to business development and providing scope for expansion and growth. Key requirements, which will have a bearing on the Local Development Plan are:

- Promoting development in sustainable locations and integrating where possible, with supporting infrastructure and housing development
- Being responsive and sufficiently flexible to accommodate the requirements of inward investment and growing indigenous firms
- Ensuring a range and choice of marketable sites and locations for businesses allocated in development plans, including opportunities for mixed use development, to meet anticipated requirements and a variety of size and quality requirements
- Ensuring marketable land should meet business requirements, be serviced or serviceable within 5 years, be accessible by walking, cycling and public transport, and have a secure planning status
- Regular review of marketable sites
- Bringing forward new allocations where existing do not meet current and anticipated market expectations
- Release of inappropriate sites for alternative uses
- Regard for environmental quality and amenity
- Support and promotion of brownfield sites

Strategic High Amenity Sites

- Identifying an appropriate range of strategic business locations and protect from inappropriate uses
- Consideration for previously identified national sites as strategic high amenity sites taking into account the potential for sub division

Economic Policy

3.8 There are a number of key elements of national economic policy which have a spatial dimension and a bearing on how employment land is promoted through the planning process.

Government Economic Strategy 2007-2017

3.9 The Government's focus is on sustainable economic growth through a planning framework that protects and enhances the environment whilst enabling the development of growth enhancing activities across Scotland.

The Scottish Economic Recovery Plan: Accelerating Recovery (March 2010)

3.10 The Plan highlights the central importance of a modern planning framework to future economic growth and looks to an improved planning system to boost its contribution to economic development. It also emphasises the importance of early identification of infrastructure requirements and ensuring that developer contributions sought are reasonable and proportionate. Revised planning guidance highlights the need to consider market conditions and promotes the

use of staged or deferred payments to minimise the impact contributions have on development.

- 3.11 In the light of the consequences of climate change, it is an economic imperative that efforts to move to a low carbon economy are supported. This offers opportunities to develop new industries in Scotland.

Climate Change Policy

- 3.12 There are a number of other significant strands of Scottish Government policy which relate to the overarching significance of climate change and the need to consider its effects.
- 3.13 Action is being taken to reduce the local and global environmental impact through tackling climate change - moving towards a low carbon and zero-waste economy, increasing the use of renewable energy and tackling increased risk from flooding.
- 3.14 Scotland has particularly ambitious targets for reducing the impacts of climate change, and these must be incorporated into spatial planning decisions and the move towards more sustainable local economic development.

Climate Change (Scotland) Act

- 3.15 The Climate Change (Scotland) Act is a key commitment of the Scottish Government. It sets ambitious targets for reducing greenhouse gases and the move towards a low carbon economy.
- 3.16 The Scottish Government has set an interim 42 per cent reduction target for 2020.

The Low Carbon Economic Strategy

- 3.17 The Low Carbon Economic Strategy is an integral part of the Government's Economic Strategy to secure sustainable economic growth, and is a key component of the broader approach to meeting Scotland's climate change targets.
- 3.18 Key targets set by the Scottish Government include the need to:
- decarbonise electricity generation by 2030, largely decarbonise heat sector by 2050;
 - almost complete decarbonisation of road transport by 2050;
 - significant decarbonisation of rail by 2050; and
 - establish a comprehensive approach to ensure that carbon is fully factored into strategic and local decisions about rural and urban land use.
- 3.19 Actions arising from this will allow progress to be tracked against key low carbon economic aims to:
- increase the value of our **low carbon goods and services** sector to more than **10% of the Scottish economy by 2015** and continue to increase beyond and in doing so, create 60,000 green jobs;

- provide **80% of our electricity, 11% of our heat production** and 10% of our transport use from renewable sources by **2020**; and,
- reduce Scotland's final energy use by 12% through energy efficiency measures by 2020.

2020 Routemap for Renewable Energy in Scotland

- 3.20 This recently launched document sets revised targets to meet an equivalent of **100% demand from renewable energy by 2020** whilst maintaining the target of 11% from renewable heat. The implications of these targets for job creation are stressed, particularly associated with research and development, design, construction and servicing of these new technologies.

Zero Waste Plan

- 3.21 Scotland's first Zero Waste Plan was published in June 2010. In keeping with other measures aimed at tackling climate change, it sets out an ambitious range of targets aimed at reducing the amount of waste going to landfill, whilst opening up further employment opportunities in the waste sector.
- 3.22 In setting a target of no waste to landfill by 2020 and 70% of all waste to be recycled by 2025, the Scottish Government anticipates that viewing waste as a resource will lead to the creation of new products and jobs. It will also open up further opportunities for generating renewable energy whilst reducing greenhouse gas emissions.

Development Plan

- 3.23 The **Falkirk Council Structure Plan** notes that the area has significant reserves of land allocated for employment purposes and that its improving image is integral to its economic prospects.
- 3.24 The Structure Plan has a number of key objectives with regard to future economic prosperity including the need to:
- Promote economic growth and diversification at a limited number of attractive and accessible strategic sites
 - Ensure a continuing supply of land and property in communities to meet local needs
 - Support growth of the chemical and petrochemical industries subject to acceptable environmental, health and safety implications, and is compatible with the continuing growth of Grangemouth.
- 3.25 A key aspect of the development strategy outlined in the Structure Plan is the identification of nine strategic locations for major economic development. This limited number of strategic locations is intended to attract inward investment and act as a particular stimulus to economic growth and regeneration.
- 3.26 Within the overall supply of land, the Structure Plan identifies a limited number of strategic development locations, intended to act as a particular stimulus to economic growth and to attract inward investment.

3.27 Strategic Development Opportunities (SDOs) are located at:

Town Centres

Falkirk Town Centre
Grangemouth Docks

Gateways

Middlefield/Westfield, Falkirk
Falkirk Canal Interchange
North Larbert/Glenbervie
Gilston, Polmont

Urban/Rural Regeneration

Langlees/Bainsford, Falkirk
Former Manuel Works, Whitecross

Specialist Sites

Grangemouth/Kinneil Kerse

3.28 The **Falkirk Council Local Plan** affords high priority to the strategic development locations in terms of taking forward development, but also emphasises the need to safeguard employment land and address constraints, in order to improve the effectiveness of supply throughout all the Falkirk Council area.

3.29 In terms of the local business land supply, it is important that existing industrial estates are safeguarded from uses which would damage their role and contribution to the local economy. The Local Plan does this by applying Policy EP2 (Land for Industrial and Business Use) which seeks to retain sites for business use – usually Classes 4, 5 and 6. Existing employment land which is no longer considered to be as attractive and suitable for the needs of modern industry is covered by Policy EP3 (Existing Business and Industrial Areas with Potential for Redevelopment). This policy allows for redevelopment and regeneration where appropriate.

3.30 The Local Plan also has policies relating to business and industrial development in the countryside, which normally requires a countryside location for the activity. Additional policies support the significant economic role of town centres, with policies aimed at protecting their vitality and viability. Further policies relate to tourism development and the sustainable development of the canals as a major recreational, tourism and heritage asset.

The Falkirk Business Property Strategy and Action Plan 2006

3.31 DTZ Pidea Consulting were appointed in January 2004 to produce a business property strategy for the Falkirk Council area. This fed into The Falkirk Business Property Strategy and Action Plan, published in 2006. The Strategy was prepared against a background that suggested a chronic constraint on the operation of the property market in Falkirk. This was considered to have restricted seriously the economic development potential of the area.

3.32 The Strategy stressed the importance of ensuring a suitable supply of land for business development on an on-going basis to meet market demands. It also

suggested a number of 'quick wins' to start the process of closing the gap between demand and supply. These include the strategic economic development locations identified in the Structure Plan.

My Future's in Falkirk

- 3.33 My Future's in Falkirk is an economic development initiative launched in 2002 to drive forward economic activity in the Falkirk Council area, through a public and private sector partnership. It seeks to position Falkirk as an attractive area in which to live, work and invest.
- 3.34 As the partnership has gained momentum, it has gained support from a wide range of local organisations and companies to help deliver its vision. This includes a wide range of activities aimed at growing business and employment opportunities.

Upper Forth Development Framework

- 3.35 In recognition of the national economic importance of the Falkirk-Grangemouth area, a strategic industry development framework for the Upper Forth/Falkirk/Grangemouth area has been commissioned by Scottish Enterprise.
- 3.36 The framework will set out an integrated and forward looking plan for the growth of economic activity in the area that builds on its current locational strengths and sets the context for addressing existing infrastructure and other constraints.
- 3.37 As well as having the potential to build upon its existing strong industrial base, the Falkirk-Grangemouth area is viewed as an increasingly attractive location for emerging low carbon industry sectors including offshore renewables. The National Renewables Infrastructure Plan identifies Grangemouth as an area with potential for off-shore wind and related development and as a location in particular for distributed manufacturing to support this sector.
- 3.38 The framework will address a number of key issues including:
- growth opportunities for the chemicals, logistics and low carbon sectors that might attract new investment and develop in this location;
 - growth opportunities within related industries e.g. food and drink, enabling technologies etc;
 - key infrastructure and related constraints and actions to overcome these
 - how sustainable and low carbon principles can be embedded into the strategic framework for the area's development;

Falkirk Council Action Plan for the Economic Downturn

- 3.39 In January 2009, the Council produced an action plan aimed at addressing the impact of the economic downturn.
- 3.40 The actions cross all relevant Council services and departments, and in the case of Development Services, provides for:

- Pursuing the case for accelerated capital investment and progressing the necessary planning and design work for investment under the recently announced Scottish Government capital programme fund to upgrade infrastructure links at:
 - the A801 Avon Gorge
 - the Grangemouth Port/Freight Hub and Petrochemical complex
 - Motorway junctions (M9, M876)
- Extending the flexibility of the Council's approach to planning – reviewing the Council's approach to Section 75 agreements and material considerations in planning applications to attract investment and maintain jobs.

4. Demand for Employment Land

- 4.1 This section reviews demand for employment land by looking at the pattern of take up over the last 10 years or so. It goes on to profile current demand and attempts to look at where future demand is likely to come from.

Defining Employment Land

- 4.2 Although employment land is often confined to land allocated for Class 4, 5 and 6 uses, the total supply of land associated with industrial and employment uses extends far beyond this, to include existing industrial estates, recreational and retail uses, as well as the considerable amount of employment uses associated with town centres.
- 4.3 The FCLP contains economic development proposals and opportunities covering 55 sites. These include a number of vacant sites in existing employment areas, areas where large scale strategic development opportunities are being pursued, town centre locations and others with a significant recreational component. (Appendix 1)
- 4.4 The review process focuses on 34 of the 53 sites. These allocations represent the overall supply of employment land. (Appendix 2)
- 4.5 In addition to these sites, there are over 60 key existing industrial areas across the Council area. (Appendix 3)

Take up of Employment Land

- 4.6 The analysis of take up looks at the supply of land in 2003 and compares this with the position in 2010.
- 4.7 In 2003, the overall supply of employment land was approximately 320 hectares. (Appendix 2)
- 4.8 Since then, just over 12 hectares have been developed, representing approximately 4% of the total supply.

- 4.9 In addition to the take up of employment land, there have also been a number of important developments (windfall) on land not previously allocated for business purposes. This includes land at:

RBS Gateway Office, Grangemouth	1.1
Wholeflats Industrial Estate, Grangemouth	0.2
Roughmute, (haulage)	<u>4.4</u>
	5.7ha

- 4.10 Therefore the total take up of employment land over the last 10 years or so is in the order of 25 hectares (8% of the total supply). This is illustrated in the table below.

From allocated employment land supply

Bo'mains Industrial Estate	Class 5	General Industry	0.15
Winchester Avenue	Class 2	Financial/professional	0.15
	Class 5	General Industry	1.6
	Class 10	Day Nursery	0.5
Abbotsford Business Park	Class 5	General Industry	2.0
Callendar Business Park	Class 4	Office	1.8
Earls Gate Business Park	Class 4	Office	2.0
	Class 5	General Industry	2.0
Central Business Park	Class 5	General Industry	1.0
	Sui Generis	Dog Kennels	1.0
Asda	Class 6	Distribution	<u>7.0</u>
			19.2

'Windfall'

RBS Gateway	Class 4	Office	1.1
Wholeflats	Class 4	Office	0.2
Roughmute	Class 5/6	Haulage	<u>4.4</u>
			5.7

TOTAL 24.9ha

- 4.11 It should be noted that in addition to take up of employment land on identified sites, there has also been a considerable amount of activity in existing industrial estates.

Take up of Land in Strategic Development Opportunities (SDOs)

- 4.12 Within the overall supply of land, the Structure Plan identifies a limited number of strategic development locations, intended to act as a particular stimulus to economic growth and to attract inward investment. These are focussed mainly on the M9/M876/A801 corridor.

Strategic Development Opportunities (SDOs) are located at:

Town Centres

Falkirk Town Centre
Grangemouth Docks

Gateways

Middlefield/Westfield, Falkirk
Falkirk Canal Interchange
North Larbert/Glenbervie
Gilston, Polmont

Urban/Rural Regeneration

Langlees/Bainsford, Falkirk
Former Manuel Works, Whitecross

Specialist Sites

Grangemouth/Kinneil Kerse

- 4.13 Although progress has been made in moving forward development opportunities in some SDOs, (e.g. the serviced site at Abbotsford Park, development of land at Central Business Park and the progression of planning applications at the Canal Interchange (around Falkirk Wheel, Gilston and Whitecross), in others, the present economic downturn has led to a slow down in progress as developers look to reassess and adjust proposals or to await more favourable market conditions (e.g. Falkirk Gateway). This broadly reflects the situation in the housing market where there has been a shift in focus away from large, strategic sites requiring high levels of infrastructure investment.
- 4.14 The total amount of land associated with SDOs is in excess of 250 hectares. Take up of land since 2002 has been approximately 13 hectares, representing approximately 5% of total land allocated as SDOs. The pattern of take up of land in SDOs is illustrated below.

	Allocation for employment use (ha)	Take Up (ha)	Progress
Town Centres			
Falkirk Town Centre	N/A	N/A	Various consents for office, leisure. Area undefined. Potential future development opportunities at Bus Station/former Tesco site and former Falkirk Infirmary.
Grangemouth Docks	37.2	1.0	Warehouse of 9,300 sqm built in 2004. Area of 14.7 ha subject of Forth Energy interest for biomass plant.
Gateways			
Middlefield/Westfield	29.6	0	Outline planning application submitted. Phasing and terms of developer contributions to be agreed.
Falkirk Canal Interchange (Falkirk Wheel)	18.0	0.5	Development around Falkirk Wheel. Permission in principle application submitted for development of additional land for residential, retail, leisure and boating.
Glenbervie, North Larbert	23.9	2.0	Includes land at Central Business Park. Glenbervie site previously reserved for single user, status no

			longer applies.
Gilston, Polmont	54.4	0	Outline consent for mixed use development granted.
Urban/Rural Regeneration			
Langlees/Bainsford Falkirk	14.5	2.5 + Asda Distribution Depot 7.0 = 9.5 hectares	Two sites developed by Asda and recent consent for industrial unit.
Former Manuel Works, Whitecross	12.0	0	Application in principle submitted for residential and mixed use development. Minded to grant subject to conclusion of Section 75 agreement.
Specialist Sites			
Kinneil Kerse, Grangemouth	64.0	0	Site no longer needs to be safeguarded. Constrained by proximity to Firth of Forth Special Protection Area and by flood risk.
TOTAL	256.6	13.0	

Pattern of Take Up

- 4.15 This section reviews the nature of take up by location and sector.
- 4.16 In overall terms, the period between 2000 and 2008 saw the greatest amount of activity in terms of planning consents, development on the ground and enquiries. The period since then has witnessed a decline, reflecting the general state of the national and global economy.

Take up by Location

- 4.17 The greatest amount of development activity has been in Grangemouth and Falkirk (including Falkirk Town Centre), with Larbert, Bo'ness, and Winchester Avenue, Denny also experiencing a greater level of take up.
- 4.18 The greatest number of planning consents have been granted in areas covered by Policy EP2, illustrating the continuing need to safeguard such areas for the uses specified. However, within these areas, there have been a number of consents granted for uses other than Classes 4, 5 or 6 including a play barn, go karting track, recording studio, children's nursery, fitness suite, pet crematorium and care home. This suggests that there may be more need for flexibility within these areas.
- 4.19 Although Policy EP3 provides the opportunity for the redevelopment of industrial areas, it is clear that a number of 'EP3 sites' provide an important source of employment land, particularly in smaller communities such as Bonnybridge and particularly for smaller local companies, often engaged in garage/car services and companies needing small engineering, manufacturing workshops and scrap yards. There are further concentrations of EP3 areas in Falkirk including an area of wide ranging small uses at Granary Square, to the west of Bankside Industrial Estate, Denny and parts of Grangemouth.

- 4.20 Existing employment areas are also where land and buildings are 're-cycled' for different uses, and where companies can find opportunities to expand without the need for relocation.

Office and Light Industry

- 4.21 Inward investment has been most evident in the office/light industry sector, with locations at Callander Park, North Larbert (Central Business Park and Glenbervie) and Grangemouth all proving attractive. This continues the move away from the traditional office space in Falkirk and Grangemouth town centres, to edge of settlement locations, closer to the motorway network and in areas of higher amenity.
- 4.22 Callander Park was developed in response to a growing demand for office space which could no longer be satisfied in Falkirk town centre. It remains Falkirk's principal office park and has been successful in attracting a number of large organisations, providing accommodation for the Child Support Agency, Office of the Public Guardian, Cala Homes, BP and the Scottish Government Planning & Environmental Appeals Directorate.
- 4.23 High quality office space has also been developed in Grangemouth. The Gateway Business Park on Beancross Road represents the first good quality office development, followed by further office developments at the nearby East Gateway, and more recently by the conversion of the former Kemfine amenities and canteen block for business use (Bizspace), and the erection of further high quality office accommodation at Earls Gate Business Park. A further office development by Falkirk Council is located at Wholeflats Business Park. The response to demand for additional office accommodation in Bo'ness has seen the conversion of a former police station for small office space.

General Industry

- 4.25 In Bo'ness, there have been a number of extensions to existing businesses on Grangemouth Road and in the industrial estates to the east of the town. Most are for small local businesses, but there have also been larger developments associated with Caledonian Food Produce which is expanding into adjacent land formerly occupied by Victoria Sawmills at Carriden, and the taking over of the former abattoir near Whitecross by Campbells Prime Meat. These developments illustrate the importance of the food processing industry to the local economy.
- 4.26 In Bonnybridge & Banknock there have been approximately eight planning consents granted since 2000, mostly for workshops and/or extensions to workshops. More recently, there has been a consent for change of use from industrial land to a waste transfer station, reflecting an increasing trend for industrial land to be used for waste storage and transfer, in connection with the waste recycling industry.
- 4.27 In Denny, there have been a number of developments at Winchester Avenue including additional space for Nathan's Wastesavers and other industrial buildings. This confirms the continuing popularity of the area for a variety of uses including Class 5 engineering workshops.

- 4.28 The Falkirk area has seen a number of new workshop developments and extensions to existing facilities, across most industrial estates. More recently there have been an increasing number of consents for changes of use, suggesting a reaction to the economic downturn, as companies try to diversify or dispose of land for other uses. At Abbotsford Business Park, a large recycling facility for Asda has been built, but the recession has put a hold on other potential developments at this serviced site.
- 4.29 A number of developments have taken place at Bankside, Falkirk, mainly for new industrial buildings and extensions, but also a number of changes of use between industrial and other activities such as garage workshops, car sales, van hire, auction rooms, a play barn and DIY retail uses. The area lies adjacent to the A9 Northern Distributor Road, and despite bearing the traces of former heavy industry, is a vibrant industrial location.
- 4.30 A similar situation prevails in Grangemouth, which is where most recent Class 5 new build has taken place. This has resulted in Grangemouth increasing its supply of high quality Class 5 accommodation, particularly around the Earls Road area, close to Junction 6 on the M9, where the former chemicals company, Kemfine, released land for use as a Business Park. A number of consents for industrial buildings have been granted at Central Business Park in North Larbert. These have been fairly steady since the Business Park was created in the late 1990s. Planning consent was granted in 2010 for a care home and associated training facility at Glenbervie. The larger greenfield site at Glenbervie remains available for development.

Storage/ Distribution

- 4.31 Proximity to the port of Grangemouth, the multi modal transport hub and its location in Central Scotland, ensures that the Falkirk/Grangemouth area remains attractive to the logistics sector. The major development over the last 10 years was the construction of the Asda distribution warehouse in Langlees, but new warehousing has also been built in Grangemouth Docks.

Petrochemical Sector

- 4.32 Throughout the review period, there have been a number of planning applications related to the petrochemical sector and also applications for hazardous substance consent. Developments are principally concerned with laboratories, extensions to existing industrial buildings, and associated office accommodation.

Grangemouth Docks

- 4.33 Land in the ownership and control of Forth Ports comprises a number of buildings occupied by tenants, and areas of vacant land and roads infrastructure. A warehouse of some 9,300 sqm was constructed in 2004. Much of the area located around the south side of the dock is the site for a proposed Biomass Plant.
- 4.34 Elsewhere within the vicinity of the docks, there have been numerous planning consents granted for industrial units, a bio diesel plant and associated storage and office accommodation.

Existing and Possible Future Demand

- 4.35 The recession has seen a decline in the demand for land, as evidenced by a fall off in enquiries. Since 2008, the supply of available industrial properties has increased markedly, mainly due to larger industrial units coming onto the market as many companies seek to downsize.
- 4.37 Whilst the Council continues to receive enquiries for industrial units, the level of demand for office space has fallen sharply. Since the onset of the recession, the number of enquiries for smaller/start up office space has continued, as companies look to relocate or to downsize.
- 4.38 However, the local development plan seeks to look at a longer time horizon, and it is reasonable to expect that economic conditions will improve over the coming years. An assessment of the future demand for business land needs to look beyond the current difficulties to the potential for growth in the various sectors.
- 4.39 Clearly, the area has major sectoral strengths in the petrochemical and chemical sector and there are major opportunities for investment in this sector. This is currently being explored by the Scottish Enterprise, Falkirk Council and Chemical Science Scotland. Grangemouth is obviously competing for such investment in a highly competitive global market, and much will depend on developing the complex as a centre for innovation and R&D, developing new products and processes to respond to new markets.
- 4.40 The area is an attractive location for emerging low carbon industry sectors including offshore renewables. The National Renewables Infrastructure Plan identifies Grangemouth as an area with potential for off-shore wind and related development and as a location in particular for distributed manufacturing to support this sector. The current application for a major biomass plant in Grangemouth Docks should also be noted.
- 4.41 There is considerable potential in the logistics sector, with Falkirk enjoying a prime location in relation to rail, road and sea connections, and the Port of Grangemouth having considerable scope for growth. Asda have already established Falkirk as their distribution base, and there may be interest from other companies in exploiting the area's locational advantages.
- 4.42 Prior to the recession, the area saw some growth in the office sector, securing some relocations from the cities to Callendar Business Park. The area has yet to establish a strong profile as a major office location, competing with the cities, but there is potential for it to do so, given its excellent road and rail connections, extensive labour market, and the availability of prime sites such as the Falkirk Gateway.
- 4.43 In terms of general industry, much demand prior to the recession came from growing local companies wishing to expand and rationalise, or relocate. The area retains a strong manufacturing base, and it can be expected that this trend will continue once economic conditions and finance availability improve.
- 4.44 Waste processing is a major growth sector, as evidenced by a number of recent planning consents and enquiries (e.g. at Victoria Sawmills and Kinneil Kerse, Bo'ness; Craigend Works at Standburn (a former rural brownfield site),

and at Westfield Trading Estate in Denny. In addition, there is currently an application under consideration for a waste transfer and recycling facility at Bo'ness Road in Grangemouth and a site for the storage, treatment and distribution of organic waste at Jawcraig Brickworks near Slamannan, (also a brownfield rural site). This suggests that demand for land associated with the handling and disposal of waste by means other than landfill, may increase in line with government targets aimed at reducing the amount of waste going to landfill, whilst opening up further employment opportunities in the waste sector. Current Local Plan policy directs such activities to existing waste management sites or existing industrial areas.

- 4.45 The number of recent consents granted in industrial estates for non-industrial uses such as children's care and play facilities, a pet crematorium, the leisure industry and a care home, suggests a possible attraction of existing premises for non industrial uses, and a recycling of industrial units as a possible feature associated with a general slow down in the local economy.
- 4.46 Other factors which may drive future demand are the accessibility of sites and future transport proposals aimed at improving local access and access to the national motorway network. In this respect the completion of a four way motorway junction at Glenbervie, and improvements to the A801 and to access to the M9 which are part of NPF2, can only serve to improve the attractiveness of employment sites in Falkirk, Grangemouth, North Larbert and Gilston/Whitecross

5. Employment Land - Supply

- 5.1 This section reviews the existing supply of employment land and includes an assessment of the current supply to determine its suitability and marketability.
- 5.2 As noted in the previous section, the employment land supply for the area is defined as being 34 of the 53 sites identified for employment opportunities and proposals in FCLP, being allocations which are more biased towards Class 4, 5 and 6 uses and which are considered to best represent the overall supply of employment land.
- 5.3 As also noted previously, the total supply of land associated with industrial and employment uses extends far beyond the 53 sites, to include existing industrial estates, recreational and retail uses, as well as the considerable amount of employment uses associated with town centres. It also includes the 60 key existing industrial areas across the Council area.
- 5.4 The 34 sites which form the employment land supply are listed in Appendix 2. As at 2010, this was considered to amount to approximately 345 hectares.
- 5.5 It should be noted that the supply of employment sites has increased since 2003, with major additional allocations at Hill of Kinnaird (10 hectares), Manuel Works (minimum 12 hectares) Earls Gate Park (14 hectares) and an increase of 10 hectares to the site at Earls Gate 2.

Assessment Process

5.6 The process used to assess the suitability and marketability focuses on a number of criteria as follows:

- Planning status – whether allocated or consented
- Constraints – these include ownership, infrastructure and servicing provision, ground conditions and other physical constraints, and environmental constraints, such as flood risk and natural and built heritage impacts. These are discussed in more detail below.
- Sustainability – this takes into account factors such whether the site is greenfield or brownfield; how accessible it is by sustainable modes of transport; and its impact on or contribution to the natural heritage and the green network.

5.7 The assessment is detailed in Appendix 4. For each site, concluding comments are provided, taking into account the assessment criteria, and a recommendation is made as to how the site should be treated in the local development plan.

Constraints to Development

5.8 The various sites within the employment land supply are more or less constrained by a range of factors, including:

- **Ownership**
This can prove a major constraint if an owner is reluctant or unwilling to bring the site to the market, or otherwise release it for business use. This may be related to aspirations for alternative, potentially more lucrative uses such as housing and retail. Ownership constraints can also involve ransom situations, which can further delay or prevent site development.
- **Infrastructure**
Sites range from serviced plots which are effectively ready for development, through to land which requires the provision of on- or off-site road, water/drainage, landscape and other infrastructure to make them available for development. The cost of infrastructure in relation to the value of the site is a key consideration, and with current financial constraints, front-funding of infrastructure is proving particularly difficult, particularly on large sites.
- **Ground Conditions**
Poor ground conditions, contamination or adverse topography can be a significant constraint. Site preparation, consolidation, remediation and levelling can represent a significant cost.
- **Environmental Constraints**
Environmental constraints include flood risk, and potential impacts on natural and built heritage. These may place limitations on the amount of the site that can be utilised, the type of activity, or the scale and type of buildings. They may require mitigation measures which may add to infrastructure costs. Although such constraints will usually have been taken into consideration when the site was first allocated, new constraints can emerge or become more problematic over time.

Outcome of the Assessment Process

- 5.9 The assessment, detailed in Appendix 4, determines that of the 34 sites which are considered to comprise the employment land supply, 7 sites totalling some 36.8 hectares have a constraints rating of 1, which indicates that they are serviced, and more or less immediately available for development. A further 24 sites have a constraints rating of 2, indicating that substantial infrastructure or other investment is needed to allow development to commence. Only 4 sites have a constraints rating of 3, indicating that the site is unlikely to be developed, even in the longer term due to some intractable infrastructure problem, or environmental constraint. The sites and their ratings are listed in Appendix 5.
- 5.10 The assessment concludes that most sites remain attractive, well located and marketable, and should be retained for business development. This would provide the long-term flexibility and robustness in the business portfolio that is required to meet the area's economic development aspirations. A number do require substantial investment in infrastructure, but this should be achievable, given an upturn in market conditions.
- 5.11 Representations have been made to diversify the range of uses on some sites, including housing. In general terms, the potential benefits of such diversification, in terms of making sites more viable, are accepted, and recommendations on mixed use have been made in appropriate cases.
- 5.12 Three sites are not recommended for retention as economic development opportunities. The most significant of these is the Kinneil Kerse site, which is currently safeguarded for petrochemical development in the Local Plan. When the Local Plan was being prepared, the site was still required to be safeguarded by SPP2. However, it is no longer given this status in the SPP. The site lies adjacent to the Firth of Forth SPA, and it may be difficult at this stage to demonstrate that the site can be developed without adverse effects on the SPA. There are also potential flood risk issues. With substantial land available for chemical and petrochemical development within the existing Grangemouth complex, the justification for maintaining the allocation is weak. Other sites recommended for removal as explicit opportunities are Wood Street, Grangemouth and Bridgeness Road, Bo'ness.

Existing Industrial Estates

- 5.13 As noted in the previous section, there is a great deal of activity within existing industrial areas, as witnessed by the number of applications for workshops, warehouses and extensions. Recycling of the existing industrial land supply is a significant feature of the local economy and it is important that the status and function of areas is monitored, to ensure that sites are safeguarded for industrial use, or allowed to diversify into other uses where appropriate.
- 5.14 There is therefore a continuing need to safeguard core industrial business areas from inappropriate development which would erode their contribution to the local economy. The FCLP does this through Policy EP2 (Areas for Retention in Business and Industrial Use).

- 5.15 Other industrial areas have become less appropriate for new employment uses. These are usually older industrial sites where access, environment and surrounding uses may no longer be attractive to the needs of modern business and industry. Policy EP3 (Existing Business and Industrial Areas with Potential for Redevelopment) allows for the consideration of proposals for redevelopment for alternative uses, subject to certain criteria.
- 5.16 The list of existing business and industrial areas has been reviewed to check whether their present categorisation under either EP2 or EP3 remains appropriate. At the MIR stage, this review concluded that there has been no substantial change in character or circumstances within these areas which would justify any change in status. Subsequently, at the Proposed Plan stage, the Glasgow Road Industrial Area, currently an area for Business and Industry Retention, has been changed to an Industrial Area with Potential for Redevelopment. This reflects the possible future need to facilitate major change and restructuring of this important area and the associated road corridor, given the closure of the Scottish Power depot and the potential relocation of ADL.

Town Centres

- 5.17 The role of town centres, particularly Falkirk Town Centre, to the local economy cannot be underestimated. Development projects involving leisure, office and retail all contribute to increasing levels of footfall in town centres, thereby increasing the amount of economic activity. A number of development opportunities exist within Falkirk Town Centre including potential opportunities associated with the former Infirmary and Bus Station/Tesco site. The Town centres are considered more fully in a separate technical report

Sites for Tourism Development

- 5.19 Tourism is a significant aspect of the 'My Future's in Falkirk' initiative, and an increasingly important contributor to the local economy. The Falkirk Wheel is one of the most popular visitor attractions in Scotland, and along with a number of other attractions, including the Hippodrome cinema in Bo'ness, contributes to the area's growing attractiveness as a tourist destination. The Helix project, which will create an outdoor recreation area between Falkirk and Grangemouth is set to become a further important attraction.
- 5.20 The area's rich history, especially the Antonine Wall and the canals, has the potential to develop further tourist opportunities and the FCLP and LDP will identify and support key areas for tourist development. These include a number of locations on the Forth & Clyde Canal and in the vicinity of the Falkirk Wheel and Tamfourhill.

6. Assessment of Pre- MIR Representations

- 6.1 The pre-MIR consultation exercise generated submissions for a number of new employment sites. It also included representations to extend and/or vary the use of existing allocated or consented employment sites.
- 6.2 Potential new sites have been reviewed against a number of physical and locational criteria, as the first stage in a process aimed at assessing their

suitability for including in the employment land supply. The assessment includes criteria referred to in Scottish Planning Policy.

- 6.3 Representations to diversify the use of existing employment sites have been considered as part of the assessment of existing employment sites in Section 5.

Assessment Process

- 6.4 The criteria selected for this exercise are graded low to high (1-3) in terms of their suitability.

- Sustainable travel - ease of access to a site by walking, cycling and public transport;
- Trunk roads - proximity to and ease of access to the motorway network.
- Amenity - environmental quality and amenity.
- Brownfield - important in terms of SPP requirement to support and promote brownfield sites.
- Constraints - including ownership, infrastructure, ground conditions and environmental constraints, as noted previous in Section 5.

Outcome of Assessment Process

- 6.5 The assessment exercise is shown in Appendix 6.
- 6.6 Three of the sites are located in the Falkirk-Grangemouth green belt and whilst they offer good access to the trunk road network, they would have significant adverse implications for the green belt and are located in the Antonine Wall WHS buffer zone. With good availability of sites in the M9 corridor already, it is not considered that further allocations in this location are justified given the environmental constraints. In the case of the Klondyke site, however, the development proposal would represent an extension of the existing business, facilitating investment and improvement of an established use. As such, development here could be justified, subject to careful consideration of scale and design in relation green belt objectives and the setting of the Antonine Wall.
- 6.7 Three of the sites represent extensions to Lochlands Industrial Estate. All would represent incursions into the green belt and impinge on scheduled ancient monuments. The view was taken at the MIR stage that the environmental constraints were likely to preclude these extensions. However, Lochlands is an established and successful industrial estate, and at the Proposed Plan stage, the smaller of the three sites has been allocated. It will have to overcome the relevant archaeological and landscape issues to be effective and deliverable.
- 6.8 The final site at Reddingmuirhead is an area of ancient and semi natural woodland, and has relatively poor accessibility. It is not considered appropriate for allocation.

7. Conclusion

- 7.1 This report has identified the range of planning and economic policy which will influence the identification of land for employment within the local development plan. It has highlighted the scale of ambition for economic growth and development within the area, as articulated through the 'My Futures' in Falkirk Initiative', and the need to support these aspirations through a good supply of marketable employment land.
- 7.2 The report has quantified levels of take-up in business land over the last 10 years. The current recession has led to a fall-off in demand and take-up of land. Nonetheless, the area's key locational assets and sectoral strengths suggest that demand will pick up over the life of the local development plan, and a number of potential growth areas are identified.
- 7.3 The existing employment land supply has been assessed. This has demonstrated that the supply of land for employment use across the Council area is extensive and appropriate to the needs of modern industry, offering choice and a good range of locations and size. Many have constraints which need to be overcome but, with improved market conditions, there is reason to believe these can be overcome. The report recommends that most sites be retained, and in some cases their use diversified. Three sites are recommended for de-allocation, the most significant of which is the large Kinneil Kerse petrochemical site.
- 7.2 New sites which have been proposed through representations at the pre-MIR stage of the local development plan have also been assessed. These are affected by a range of significant environmental constraints and, with the exception of a potential expansion opportunities at Klondyke and Lochlands, are not recommended for allocation.

Appendix 1

Falkirk Council Local Plan

Economic Development – Proposals and Opportunities

ED.BNS01	North Street	0.04	Retail/Office/Housing	
ED.BNS02	Bo'ness Foreshore	15.6	Business/Leisure/Harbour & Dock Restoration	
ED.BNS03	Bo'mains Industrial Estate	1.8	Business/Industrial (Class 4, 5, 6)	
ED.BNS04	Drum Farm	13.0	Class 4 Business development	
ED.BNS05	Bridgeness Road	2.7	Business/Industrial (Class 4-,5,6)	
ED.B&B01	Bonnybridge Town Centre	1.3	Mixed use	
ED.B&B02	Haggs	1.5	Redevelopment – mixed commercial and leisure	
ED.B&B03	Underwood Farm	N/A	Canalside – leisure/tourism/countryside recreation	
ED.B&B04	Bonnybridge	N/A	Canalside mixed use	
ED.DEN01	Denny Town Centre	N/A	Retail/Leisure/Office/Community/Residential Uses	
ED.DEN02	Winchester Ave	0.3	Industrial/Business development	
ED.DEN03	Carrongrove Mill	N/A	Housing/Business/Woodland Management/Access	
ED.DEN04	Winchester Ave (East)	3.5	Business/Industrial development	
ED.FAL01	Callendar Riggs/Road	2.2	Retail/Leisure/Office/Bus Station/Residential	
ED.FAL02	Williamson Street	0.9	Retail/leisure/office/residential	
ED.FAL03	Bank Street	0.1	Retail/leisure/office/residential	
ED.FAL04	Melville Street	0.2	Retail/leisure/office/residential	
ED.FAL05	Firs Park	1.1	Non food retail/leisure	
ED.FAL06	Falkirk Gateway	29.6	Leisure/non food retail (bulky goods)/business/industrial/motor retail development	
ED.FAL07	Abbotsford Business Park	14.5	Business/Industrial development (Class 4, 5 & 6)	
ED.FAL08	Wester Newlands	11.1	Business/Industrial development (Class 4, 5 & 6)	
ED.FAL09	Callendar Business Park	1.8	Business development (Class 4)	
ED.FAL10	Mungalend	3.5	Business/Industrial development (Class 4, 5 & 6)	
ED.FAL11	Glasgow Road 1	3.6	Business/Industrial development (Class 4, 5 & 6)	
ED.FAL12	Glasgow Road 2	1.6	Business/Industrial development (Class 4, 5 & 6)	
ED.FAL13	Falkirk Wheel	18.0	Leisure/Tourism/Business development	
ED.FAL14	Tamfourhill		Marina/Leisure development	

ED.FAL15	Rosebank Distillery	0.7	Pub/restaurant/office	
ED.FAL16	Bantaskine Park	N/A	Leisure/tourism development	
ED.GRA01	Kinneil Kerse	64.0	Former nationally safeguarded site	
ED.GRA02	Grangemouth Docks – Zone 2	3.2	Port related general industrial/storage	
ED.GRA03	Grangemouth Docks – Zone 3	8.9	Port related general industrial/storage	
ED.GRA04	Grangemouth Docks – Zone 4	25.1	Port related general industrial/storage	
ED.GRA05	South Bridge Street	2.9	General industrial/storage/retail	
ED.GRA06	Glensburgh Road	4.5	Class 4 business/tourism/motor/retail	
ED.GRA07	Earls Gate Park	14.1	Business/industry/motor retail	
ED.GRA08	Earls Gate Park Phase 2	14.0	Business/industry	
ED.GRA09	Wood Street	7.0	Business/industrial development	
ED.L&S01	Central Business Park	10.5	Business/Industrial development	
ED.L&S02	Glenbervie	13.4	Business/industrial development	
ED.L&S03	Hill of Kinnaird/Bellsdyke Hospital	9.9	Business Park/Neighbourhood Centre	
ED.L&S04	North Main Street, Carronshore	0.3	Business/Industrial Development	
ED.POL01	Gilston	54.4	Office/industry/distribution along with ancillary leisure and tourism uses	
ED.POL02	Weedingshall/The Brodie Centre	N/A	Institutional/commercial/leisure/tourism re-use	
ED.POL03	Main Street, Maddiston	0.2	Local service or community use	
ED.POL04	Redding Park, Reddingmuirhead	N/A	Canal related mixed use development	
ED.POL05	Gilston/Nicolton	N/A	Canal related leisure/tourism opportunity	
ED.POL06	Overton	N/A	Commercial/community facility	
ED.RUR01	Muiravonside Country Park	N/A	Tourism/Countryside recreation	
ED.RUR02	Causewayend Basin	N/A	Canal-related development	
ED.AIR01	Main Street, Airth	1.2	Business/industrial (Class 4/6)	
ED.SLA01	Hillend Farm, Slamannan	N/A	Business/Industrial	
ED.WHT01	Whitecross New Settlement	12	Business/Industrial	
RC.L&S01	RSNH	35.7	Hospital/Healthcare related business	
RC/FAL03	Falkirk Stadium	18.3	Community Stadium/Business/Leisure	

Appendix 2

Falkirk Council Local Plan – Employment Land – 2003 and 2010

Site Ref	Site	Area 2003	Area 2010	Comments
ED.BNS03	Bo'mains Industrial Estate	1.0	1.8	
ED.BNS04	Drum Farm	13.0	13.0	
ED.BNS05	Bridgeness Road	2.8	2.7	
ED.B&B02	Haggs	0.7	1.5	
	Winchester Av3 1 & 2	1.9	-	Developed since 2003
ED.DEN02	Winchester Ave	0.3	0.3	
ED.DEN04	Broad Street	12.4	3.5	Reduced in FCLP
ED.FAL01	Callendar Riggs/Road	2.7	2.2	
ED.FAL04	Melville Street	-	0.2	Added since 2003
ED.FAL06	Falkirk Gateway	27.4	29.6	
ED.FAL07	Abbotsford Business Park	9.1	12.5	Site increase since 2003
Ed.FAL08	Wester Newlands	6.7	11.1	Site increase since 2003
ED.FAL09	Callendar Business Park	3.3	0.8	Balance developed
ED.FAL10	Mungalend	3.2	3.5	
ED.FAL12	Glasgow Road 2	1.6	1.6	
ED.FAL15	Rosebank Distillery	1.8	0.7	
ED.GRA01	Kinneil Kerse	64.0	64.0	
ED.GRA02	Grangemouth Docks – Zone 2	3.5	3.2	NB Overall area of employment land reduced from 214.6 in 2003 to 37.2 in 2010. Considered 37.2 in both years realistic.
ED.GRA03	Grangemouth Docks – Zone 3	7.6	8.9	
ED.GRA04	Grangemouth Docks – Zone 4	See NB	25.1	
ED.GRA05	South Bridge Street	2.9	2.9	
ED.GRA06	Glensburgh Road	4.5	4.5	
ED.GRA07	Earls Gate Park	-	10.0	Added since 2003. 14.0ha approx 4.0 ha developed
ED.GRA08	Earls Gate Park Phase 2	4.4	14.0	Allocation increased from 2003
ED.GRA09	Wood Street	8.6	7.0	Allocated
ED.L&S01	Central Business Park	10.5	8.5	2 ha developed
ED.L&S02	Glenbervie	13.4	13.4	
ED.L&S03	Hill of Kinnaird	0	10.0	Added since 2003
ED.L&S04	North Main Street, Carronshore	0.3	0.3	
ED.POL01	Gilston	54.6	54.6	
ED.AIR01	Main Street, Airth	1.2	1.2	
ED.SLA01	Hillend Farm, Slamannan	-	1.0	Added since 2003
ED.WHT01	Whitecross New Settlement	41.5	12.0	Area reduced in SIRR. Considered 12.0 in both years realistic.
RC.FAL03	Falkirk Stadium	18.3	18.3	
RC.L&S01	RSNH	-	1.5	Added since 2003
		319.8	345.4	

Appendix 3

Key Existing Industrial Areas

Sites	Policy Context
Bo'ness	
Grangemouth Road	EP2
Kinneil Road Industrial Estate	EP2
Grangepans	EP2
Carriden	EP2
Bo'mains	EP2
Links Road/Court	EP3
Victoria Sawmills	EP2
Bonnybridge & Banknock	
<i>Bonnybridge</i>	
Bonnybridge Industrial Estate, Murnin Road	EP3
Canalbank	EP3
Chattan Industrial Estate	EP2
Bonnyhill Road	EP2
<i>Banknock</i>	
Kilsyth Road	EP3
<i>Longcroft</i>	
42 Kilsyth Road	EP3
343 Glasgow Road	EP3
Longcroft Trade Centre	EP3
171 Glasgow Road (warehouse)	EP3
Denny	
Winchester Avenue	EP2
Duncarron Industrial Estate	EP3
Westfield Place	EP3
Headswood	Greenbelt
Falkirk	
Callendar Business Park	EP2
Bog Road Industrial Estate	EP2
Bankside Industrial Estate	EP2
Merchiston Industrial Estate	EP2
Mungalend	EP3
Abbots Road Sawmill	EP3
Etna Road	EP2
Middlefield Industrial Estate	EP2
Burnbank Road	EP3
Williamson Street	
Carron Works	EP2

Glasgow Road	EP2
Lochlands	EP2
Tamfourhill/Port Downie	EP3
Abbotsford Business Park	EP2
Dollar Industrial Estate/Gowan Road	EP2
Burnbank Road/Mungalend	EP3
Ladysmill Industrial Estate, Kerse Lane	White land

Grangemouth

Wholeflats/Abbotsinch/Powdrake/Oil Refinery/ Inchyra/Beancross/Newhouse	EP2
Docks	EP2
West Mains Industrial Estate	EP2
Earls Road Business Park	EP2
Earls Road	EP2
Earls Rd N (FC)	EP3
Earls Court	EP2
Dalgrain Road	EP3
Grange Lane Trade Park	EP2
Grangemouth Technology Park	EP2
East Gateway, Beancross Road	White land
Gateway Business Park	EP2
Laurieston Road	EP2
Dundas Street	EP3
Wood Street	EP3

Larbert & Stenhousemuir

Glenbervie (East)	EP2
Glenbervie (West)	EP2
Central Business Park	EP2
Carron Business Park	EP2
Carronshore Road	EP2

Polmont

Haypark Business Centre	White land
Laurieston Industrial Estate	White land

Rural North

Airth	EP2
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Appendix 4

Falkirk Council Local Plan - Employment Land – Assessment of Existing Sites

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
				Consent 1 Minded to grant 2 Allocated 3	1 Low 2 Medium 3 High	1 High 2 Medium 3 Low	
BO'NESS							
ED.BNS03	Bo'mains Industrial Estate	Pr	1.8	Allocated in FCLP Rating: 3	Serviced site, previously clothing factory, now cleared. Historic pressures for alternative uses (housing, retail) Rating: 1	Brownfield Medium accessibility by sustainable modes Rating: 1	Cleared site which is immediately available in existing industrial area. Subject to pressure for alternative uses, but last remaining site in Bo'mains and one of the few remaining unconstrained areas for general industrial development in Bo'ness. Retain for general business and industrial use.
ED.BNS04	Drum Farm	Pr	13.0	Allocated in FCLP. Outline planning consent. Brief prepared. Rating: 3	Access roundabout built. No other servicing. Has been marketed. Potential mineral stability issues in south western part of site. Landscape sensitivity likely to impose constraints on uses/building type and scale Rating: 2	Greenfield Medium accessibility by sustainable modes Potential significant contribution to green network Rating: 2	Part of Drum Farm masterplan. Outline planning consent for Class 4 and site has been marketed. Good location in relation to M9 J3, potentially providing a high amenity gateway site on the eastern side of the area but accessibility limited junction being 2-way only. Representations received for mixed use approach to site including retail/pub/restaurant/hotel/housing. Site is large and business demand in Bo'ness may be limited, so site could accommodate alternative uses without prejudicing its economic potential. This would also assist in bringing more diversity to the overall Drum masterplan. Retain mainly in Class 4 use, but allowing some housing and neighbourhood retail/hotel/restaurant elements.

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
ED.BNS05	Bridgeness Road	FC	2.7	Allocated in FCLP. Rating: 3	Securing satisfactory access to the site is problematic. Coastal flood risk addressed by new flood defences. Ground conditions poor and contamination probable. Foreshore path has to be maintained Rating: 3	Brownfield Medium accessibility to sustainable modes Rating: 2	Former boat breaking yard. Access issues and probable ground/contamination issues render this a difficult site to develop. Unlikely to be suitable for alternative uses. Remove as business opportunity but retain with area for business and industrial retention.
BONNYBRIDGE							
ED.B&B02	Haggs	Pr/FC	1.5	Allocated Rating: 3	Limited size of site Drainage issues Rating: 2	Brownfield Medium accessibility to sustainable modes Rating: 2	Backland site bounded by A80 slip road. Possible interest for motorway service area. Retain.
DENNY							
ED.DEN02	Winchester Ave	Pr	0.3	Allocated Rating: 3	Serviced infill site Rating: 1	Brownfield Medium accessibility to sustainable modes Rating: 2	Serviced infill site within industrial estate. Retain for general business and industrial use.
ED.DEN04	Broad Street	Pr/FC	3.5	Allocated. Masterplan required for housing/business whole site Rating: 3	Flood risk associated with River Carron. Potential ecology issues. Multiple ownership requires site assembly. Mixed use requires masterplanning exercise to define business site. Rating: 2	Greenfield Medium accessibility to sustainable modes Rating: 2	Site to be developed in association with housing allocation, and dependent on preparation of masterplan which addresses a number of constraints, particularly flood risk. This remains the only significant opportunity for business development in the Denny area. Adjacent Winchester Avenue industrial Estate has proved popular, so probability is that there would be demand. Retain for general business and industrial use.

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
FALKIRK							
ED.FAL01	Callendar Riggs/Road	Pr	2.2	Allocated in FCLP. Part of Falkirk TC SDO. Brief/masterplan required Rating: 3	Multiple ownership requiring site assembly. Rating: 2	Brownfield High accessibility to sustainable modes Rating: 1	Major opportunity for town centre redevelopment of which office use could form a part. Main constraint is securing site assembly to enable comprehensive redevelopment. Retain as mixed use town centre opportunity.
ED.FAL04	Melville Street	FC	0.2	Allocated in FCLP. Part of Falkirk TC SDO. Rating: 3	Important Town Centre car park which would require replaced as part of redevelopment. Council has not yet decided on redevelopment. Rating: 2	Brownfield High accessibility to sustainable modes Rating: 1	Opportunity for town centre redevelopment of which office use could form a part. Retain as mixed use town centre opportunity.
ED.FAL06	Falkirk Gateway	FC/Pr	29.6	Allocated in FCLP. Part of SDO. Minded to grant. Masterplan prepared. Rating: 2	Substantial on- and off-site infrastructure required. Developer contributions required to trunk roads and sustainable travel Rating: 2	Greenfield Medium accessibility to sustainable modes Potential significant contribution to green network Rating: 2	Major mixed use commercial opportunity in prime location put on hold pending upturn in market conditions. Section 75 not signed. Masterplan prepared but may need revisited as part of fresh application. Introduction of alternative uses (e.g. food retail/ general comparison goods) not favoured for retail policy reasons. Retain with current mix of uses
ED.FAL07	Abbotsford Business Park	SE/FC	12.5	Allocated in FCLP. Identified as SDO. Planning consent for infrastructure. Masterplan prepared Rating: 1	None Rating: 1	Brownfield Medium accessibility to sustainable modes Rating: 1	Roads and drainage infrastructure installed to create serviced plots. Retain for general business and industrial use.

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
ED.FAL08	Wester Newlands	Pr	11.1	Allocated in FCLP. Outline planning consent. Rating: 1	On- and off-site infrastructure provision required. Rating: 2	Greenfield Medium accessibility to sustainable modes Rating: 2	Site granted outline consent for office/industrial park. Good accessibility to trunk road network. Representation to extend site into green belt to reflect planning consent Retain for general business and industrial use, and allow extension, subject to appropriate landscape treatment.
ED.FAL09	Callendar Business Park	Pr	0.8	Allocated in FCLP. Rating: 3	None known Rating: 1	Greenfield Medium accessibility by sustainable modes Rating: 2	Single remaining plot on business park. Retain for Class 4 business uses.
ED.FAL10	Mungalend	Pr	3.5	Allocated in FCLP. Rating: 3	Ownership. Contamination. Part of site is bing associated with former foundry use Rating: 2/3	Brownfield Medium accessibility by sustainable modes. Rating: 2	Long standing vacant/derelict site, part of which has been cleared and levelled. Remaining area is bing. Retain cleared area for general business and industrial use. Reconsider future options for bing area.
ED.FAL12	Glasgow Road 2	Pr	1.6	Allocated in FCLP. Rating: 3	Access may be difficult to achieve without more comprehensive development involving adjacent land. Rating: 3	Greenfield Medium accessibility by sustainable modes Rating: 2	Site may be difficult to develop in isolation. Need to consider in relation to adjacent redevelopment opportunities in Glasgow Road Industrial Estate. Remove as separate business opportunity and consider opportunities for integrating into wider redevelopment opportunity at west end of Glasgow Road industrial area.
ED.FAL15	Rosebank Distillery	BW	0.7	Allocated in FCLP. Detailed planning consent Rating: 1	Listed Building (Category B) Rating: 2	Brownfield High accessibility by sustainable modes Rating: 1	Listed building status constrains conversion but adds character and value to the opportunity as a significant canalside regeneration project. BW investigating options. Retain as mixed use opportunity including pub/restaurant/office use.

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
RC.FAL03	Falkirk Stadium	FC	18.3	Allocated in FCLP. Part of SDO. Rating: 3	Uses have to complete stadium structure. Developer contribution to trunk roads. Rating: 2	Brownfield Medium accessibility by sustainable modes. Rating: 2	Opportunity for business space as part of future east stand and corner pods. Retain as mixed use opportunity.
GRANGEMOUTH							
ED.GRA01	Kinneil Kerse	Pr	64.0	Allocated in FCLP. Identified as SDO. Rating: 3	Potential adverse impacts on Firth of Forth SPA. Flood risk. Likely significant infrastructure requirements depending on nature of proposal. Rating: 3	Greenfield Low accessibility by sustainable modes. Potential for significant impact on internationally designated site. Rating: 3	Site no longer required to safeguard by SPP. No clear demand for land for petrochemical development has arisen over the 30 years of safeguarding. Potential adverse impact on Firth of Forth SPA arising from any major development in this location means that appropriate assessment would have to be undertaken, and it may be difficult to satisfy Habitats Regs tests. Remove site as an opportunity, but retain land outwith green belt, allowing future reconsideration should circumstances change.
ED.GRA02	Grangemouth Docks – Zone 2	Pr	3.2	Allocated in FCLP. Part of SDO. Port-related development may not need planning permission Rating: 3	Availability dependent on landowner (Forth Ports) aspirations. Proximity to Firth of Forth SPA likely to require screening for appropriate assessment. Within Major Hazard Consultation Zone. Flood risk Rating: 2	Brownfield Medium accessibility by sustainable modes. Rating: 2	Forth Ports retaining land for port related development. Retain for port-related general industrial/storage uses.
ED.GRA03	Grangemouth Docks – Zone 3	Pr	8.9	Allocated in FCLP. Part of SDO. Port-related development may not need planning permission. Rating: 3	Availability dependent on landowner (Forth Ports) aspirations. Proximity to Firth of Forth SPA likely to require screening for AA. Within Major Hazard Consultation Zone. Flood risk. Rating: 2	Brownfield Medium accessibility by sustainable modes. Rating: 2	Forth Ports retaining land for port related development. Retain for port-related general industrial/storage uses.

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
ED.GRA04	Grangemouth Docks – Zone 4	Pr	25.1	Allocated in FCLP. Part of SDO. Port-related development may not need planning permission. Rating: 3	Availability dependent on landowner (Forth Ports) aspirations. Proximity to Firth of Forth SPA likely to require screening for appropriate assessment. Within Major Hazard Consultation Zone. Flood risk. Rating: 2	Brownfield Medium accessibility by sustainable modes. Rating: 2	Forth Ports promoting part of site for biomass plant. Retain for port-related general industrial/storage uses. Monitor progress of biomass plant application and consider implications for wider site.
ED.GRA05	South Bridge Street	Pr/FC	2.9	Allocated in FCLP. Rating: 3	Within Major Hazard Consultation Zone. Infilled timber basin so potential ground condition issues. Flood risk. Rating: 1	Brownfield Medium accessibility by sustainable modes. Rating: 2	Vacant site adjacent to Grangemouth Docks. Retain for general industrial and storage uses.
ED.GRA06	Glensburgh Road	FC/Pr	4.5	Allocated in FCLP. Rating: 3	Within Major Hazard Consultation Zone. Potential land take for improvements to motorway junction to be considered. Infilled F&C Canal runs through site. Flood risk. Rating: 2	Greenfield Medium accessibility by sustainable modes. Rating: 2	Site allocated for employment uses but part may be needed for upgrading of J6 of the M9. Retain for general business and industrial use.
ED.GRA07	Earls Gate Park	Pr	10.0	Planning Consent. Rating: 1	Site serviced and plots available. Within Major Hazard Consultation Zone. Flood risk. Rating: 1	Brownfield. Medium accessibility by sustainable modes. Rating: 2	Business park developed by Kemfine on surplus land. Retain for general business and industrial use.

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
ED.GRA08	Earls Gate Park Phase 2	Pr	14.0	Allocated in FCLP. Outline planning consent. Rating: 1	Within Major Hazard Consultation Zone. Existing trees and woodland to be safeguarded. Recreational open space to be replaced or compensated for. Flood risk. Rating: 2	Greenfield Medium accessibility by sustainable modes. Potential loss of open space and woodland. Rating: 2	Site included in FCLP by Reporter following PLI. Planning application for Class 6 use anticipated (PAN submitted). Retain for general business and industrial use.
ED.GRA09	Wood Street	Pr	7.0	Allocated in FCLP. Rating: 3	Ownership – site owned by housebuilder with aspirations for housing. Within Major Hazard Consultation Zone. New access on to Beancross Road potentially needed to enhance marketability. Housing adjacent potentially constrains types of uses. Flood risk. Rating: 2	Brownfield Medium accessibility by sustainable modes. Rating: 2	Representation to change allocation to housing. Site is a long standing allocation dating from mid 1980s. In view of constraints and extent of marketable land at Earls Gate Park 1 & 2, suggest removing as an economic development opportunity and including under Policy EP3 (potential for redevelopment for other uses). This would be consistent with adjacent land to the east. Remove site as an opportunity and include under a designation allowing potential redevelopment for other uses.
LARBERT & STENHOUSEMUIR							
ED.L&S01	Central Business Park	Pr	10.0	Allocated in FCLP. Part of SDO. Rating: 3	Site serviced and plots available. Rating: 1	Greenfield Medium accessibility by sustainable modes. Rating: 2	Prime high quality existing business park. Construction of Glenberrie slips should assist accessibility and marketability. Retain for general business and industrial use.

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
ED.L&S02	Glenbervie	SE	13.4	Allocated in FCLP. Part of SDO. Rating: 3	Site access constructed but topography of site means extensive site preparation works likely to be required. Has historically been retained for major inward investment. Rating: 2	Greenfield Medium accessibility by sustainable modes Rating: 2	Former single user site in Scottish Enterprise ownership which has been allocated for a considerable time, but reserved for major strategic inward investment. Construction of Glenbervie slips should assist accessibility and marketability. Retain for general business and industrial development.
ED.L&S03	Hill of Kinnaird	Pr	9.9	Allocated in FCLP. Part of SDO. Outline planning consent as part of wider Bellsdyke/Hill of Kinnaird masterplan. Rating: 3	Site to be serviced in conjunction with wider masterplan. Rating: 2	Greenfield. Medium accessibility by sustainable modes. Rating: 2	Representation to allow alternative uses. Site is part of Bellsdyke/Hill of Kinnaird masterplan. Construction of Glenbervie slips should assist accessibility and marketability. Retain for general business and industrial development.
RC.L&S01	RSNH	NHS	1.5	Allocated in FCLP. Part of SDO. Rating: 3	Site likely to be retained by NHSFV for hospital related purposes. Rating: 2	Brownfield. Medium accessibility by sustainable modes Rating: 2	Residual land left at RSNH following construction of hospital. Retain for hospital related purposes.
ED.L&S04	North Main Street, Carronshore	Pr	0.3	Allocated in FCLP. Rating: 3	Ownership ?? Access?? Rating: 2	Greenfield. Medium accessibility by sustainable modes. Rating: 2	Small gap site in existing industrial area. Retain for general business and industrial purposes.
POLMONT							
ED.POL01	Gilston	Pr	54.6	Allocated in FCLP. Identified as SDO. Outline planning consent Rating: 1	Substantial on- and off-site infrastructure works. Developer contributions required to trunk road improvement and sustainable transport. Rating: 2	Greenfield Medium accessibility by sustainable transport modes once measures implemented. Potential for green network development. Rating: 2	Representation to allow alternative uses. Very large site with some mixed use already consented (hotel/restaurant/neighbourhood retail). Additional uses could be appropriate, including residential, without prejudicing its economic potential, if demonstrated that it could be integrated successfully into masterplan. Retain mainly for business and tourism uses, but allowing an element of housing subject to satisfactory integration into masterplan

Site Ref	Site	Owner	Area	Planning Status	Constraints	Sustainability	Comments – Overall Assessment/Recommendation
RURAL							
ED.AIR01	Main Street, Airth	Pr	1.2	Allocated in FCLP. An application submitted in 2009, to provide additional units for Class 4, 5 and 6 uses was still under consideration in July 2011. Rating: 3	Flood risk. Impact on Airth Castle. Rating: 2	Greenfield. Low accessibility by sustainable transport modes. Rating: 3	Site partially used for storage and distribution. Retain for general business and industrial use.
ED.SLA01	Hillend Farm, Slamannan	Pr	1.0	Allocated in FCLP – part of SIRR Rating: 3	To be developed in conjunction with SIRR housing at Hillend farm. Food risk ecological issues associated with Slamannan Plateau SPA and bean geese. Rating: 2	Brownfield Low accessibility by sustainable transport modes Potential SPA issues depending on nature and scale of activity Rating: 3	Part of Slamannan SIRR. Steading identified for economic development. No identified developer for the Hillend farm development as yet Retain for general business and industrial use.
ED.WHT01	Whitecross New Settlement	Pr	12.0	Allocated in FCLP. Identified as SDO. Minded to grant subject to S.75 agreement Rating: 2	Extensive on- and off-site infrastructure requirements for Whitecross SIRR as a whole. Most land likely to be in Pipeline Consultation Zone. Rating: 2	Brownfield/Greenfield Medium accessibility by sustainable transport modes once measures implemented. Potential for green network development. Rating: 2	Part of Whitecross SIRR. Employment land has been identified as part of masterplan associated with PPP application. Developer intends to accommodate existing tenants where possible through relocation. Conditions stipule phasing of provision of employment floorspace. Institute for Enterprise planned as part of early phases. Retain as land for general business and industrial use.

Appendix 5

Employment Land Supply – Assessment of Constraints

Constraint Rating 1: Immediately Available/Serviced

Ref.	Site	Area (ha)
ED.BNS03	Bo'mains Industrial Estate	1.8
ED.DEN02	Winchester Avenue	0.3
ED.FAL07	Abbotsford Business Park	12.5
ED.FAL09	Callendar Business Park	0.8
ED.GRA05	South Bridge Street	2.9
ED.GRA07	Earls Gate Park	10.0
ED.L&S01	Central Business Park	8.5
7 sites		36.8

Constraints Rating 2: Constraints to be Overcome

ED.BNS04	Drum Farm	13.0
ED.B&B02	Haggs	1.5
ED.DEN04	Broad Street	3.5
ED.FAL01	Callendar Riggs	2.2
ED.FAL04	Melville Street	0.2
ED.FAL06	Falkirk Gateway	29.6
ED.FAL08	Wester Newlands	11.1
ED.FAL10	Mungalend (part)	0.5
ED.FAL15	Rosebank Distillery	0.7
RC.FAL03	Falkirk Stadium	18.3
ED.GRA02	Grangemouth Docks Zone 2	3.2
ED.GRA03	Grangemouth Docks Zone 3	8.9
ED.GRA04	Grangemouth Docks Zone 4	25.1
ED.GRA06	Glensburgh Road	4.5
ED.GRA08	Earls Gate Park 2	14.0
ED.GRA09	Wood Street	7.0
RC.L&S01	RSNH	1.5
ED.L&S02	Glenbervie	13.4
ED.L&S03	Hill of Kinnaird	10.0
ED.L&S04	N Main Street, Carronshore	0.3
ED.POL01	Gilston	54.6
ED.SLA01	Hillend Farm, Slamannan	1.0
ED.WHT01	Whitecross	12.0
ED.AIR01	Main Street, Airth	1.2
24 sites		237.3

Constraints Rating 3: Likely to be Undevelopable During Period of Plan

ED.BNS05	Bridgeness Road	2.7
ED.FAL10	Mungalend (part)	3.0
ED.FAL12	Glasgow Road 2	1.6
ED.GRA01	Kinneil Kerse	64.0
4 sites		71.3

Appendix 6

Employment Land – Assessment of Pre MIR Representations

Site Ref	Site	Submission	Sustainability	Trunk Road Accessibility	Amenity	Constraints	Comments/Recommendation
			1 High 2 Medium 3 Low	1 High 2 Medium 3 Low	1 High 2 Medium 3 Low	1 Low 2 Medium 3 High	
PROPOSED NEW SITES – PRE-MIR SUBMISSIONS							
GRA/B/02	Mid Newlands	Allocate for industry/Class 6	Greenfield Low/medium accessibility by sustainable modes. Adverse impacts on green network (within Helix area)	Close to M9 J5	Flat carseland adjacent to industrial areas where containers are stored.	Green belt. Significant landscape impact. Located within Antonine Wall WHS buffer zone. Part within Major Hazard Consultation Zone. Part of site subject to flood risk. Core paths alongside.	High level of constraints. Site likely to have an unacceptable impact on the green belt and the green network (part of Helix area). Non preferred site at MIR and Proposed Plan stages.
			Rating: 3	Rating: 1	Rating: 2	Rating: 3	
FAL/B/05	Lochlands 1	Allocate for industry/storage	Greenfield Low/medium accessibility by sustainable modes. Adverse impact on cultural heritage.	Approx 3 km to M876 Js1&2	Greenfield site next to industrial area.	Green belt. Located within SAM.	Location in SAM a major constraint. Also impact on green belt. Non-preferred site at MIR stage, but allocated at Proposed Plan stage, subject to resolution of archaeological and landscape issues.
			Rating: 3	Rating: 2	Rating: 2	Rating: 3	

FAL/B/15	Lochlands 2	Allocate for economic development	Greenfield Low/medium accessibility by sustainable modes Adverse impact on cultural heritage. Rating: 3	Approx 3 km to M876 Js1&2 Rating: 2	Greenfield site next to industrial area. Rating: 2	Green belt. Located within SAM. Rating: 3	Location in SAM a major constraint. Also impact on green belt. Non preferred site at MIR and Proposed Plan stages..
FAL/B/16	Lochlands 3	Allocate for economic development	Greenfield Low/medium accessibility by sustainable modes Adverse impact on cultural heritage. Rating: 3	Approx 3 km to M876 Js1&2 Rating: 2	Greenfield site next to industrial area. Rating: 2	Green belt. Located partly within SAM. Rating: 3	Location in SAM a major constraint. Also impact on green belt. Non preferred site at MIR and Proposed Plan stages..
FAL/B/14	Caledon Business Park Extension	Allocate as extension to business park	Greenfield Low/medium accessibility by sustainable modes. Rating: 2	Approx 2 km to M9 J5 Rating: 1	Greenfield site next to industrial area. Rating: 2	Green belt. Rating: 2	Planning consent already granted for part of this site. Could form a legitimate rationalisation of the green belt boundary, provided suitable landscape treatment included, which could enhance green network. Extension to allocation included at MIR and Proposed Plan stages.
GRA/B/03	Inchyra	Allocate for business park	Greenfield. Low/medium accessibility by sustainable modes. Rating: 2	Adjacent to M9 J5. Rating: 1	Urban fringe location adjacent to hotel. Rating: 2	Green belt. Located within Antonine Wall WHS buffer zone. Part of site subject to flood risk. Crossed by Pipeline Consultation Zone Rating: 3	Although prime location, high level of constraints. Site likely to have an unacceptable impact on the green belt. Non preferred site at MIR and Proposed Plan stages..

POL/B/12	Redding-muirhead	Allocate for business park	Brownfield site which has naturally regenerated. Low/medium accessibility by sustainable modes. Loss of woodland. Potential adverse effect on amenity of canal Rating: 3	Relatively poor. 3 km to M9 J5 through urban area. Rating: 3	Woodland area adjacent to canal and travelling people's site. Rating: 3	Site is ancient and semi-natural woodland. Likely high levels of contamination. Proximity of travelling people's site. Setting of canal (SAM) Rating: 3	Site offers generally poor accessibility, and is heavily constrained. Non preferred site at MIR and Proposed Plan stages.
POL/B/04	Klondyke	Redevelop and extend site	Greenfield. Low/medium accessibility by sustainable modes. Rating: 2	Adjacent to M9 J5. Rating: 1	Greenfield site adjacent to existing garden centre. Rating: 2	Greenbelt Located within Antonine Wall WHS buffer zone. Rating: 3	Significant constraints. However, submission seeks redevelopment and expansion of existing business, which may offer opportunities for improvement in the appearance of the existing garden centre. Accepted as site for expansion of existing business at MIR and Proposed Plan stages with scale/design subject to assessment of impact on green belt, landscape and Antonine Wall WHS setting, and incorporation of suitable mitigation.