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1. INTRODUCTION

The Falkirk Area

1.1 The Falkirk area is located at the heart of Central Scotland and its road and rail network. It is a compact area, with a diversity of landscapes and a proud history. Its population of 157,000 lives in a network of towns and villages. Falkirk is the principal administrative and service hub, but each community has its own distinctive identity. The area was one of the cradles of the industrial revolution and retains a strong manufacturing base, within a diversified economy. Grangemouth hosts the largest chemical and petrochemical complex in Scotland and is the country’s largest container port, making it of strategic importance to the national economy.

The Falkirk Local Development Plan

1.2 The Falkirk Local Development Plan (LDP) has been prepared to guide the future use and development of land within the Falkirk Council area over the next 20 years. It contains policies and proposals indicating where development should, or should not, take place and provides guidance on topics such as housing, business, shopping, transport and infrastructure, recreation and community facilities, and built and natural heritage. The LDP replaces the previous Structure Plan and Local Plan with a single document which provides a strategic vision for the future of the area, and a detailed framework for day-to-day planning decisions.

1.3 The LDP provides a broad vision and strategy for the area for the 20 year period from 2014 to 2034, with a focus on specific proposals within the initial 10 year period to 2024. It will be reviewed at least every 5 years.

Plan Preparation Process

1.4 The process for preparing the LDP is set down in legislation and is as outlined in Figure 1.1.

1.5 Figure 1.1 Plan Preparation Process

- **MAIN ISSUES REPORT**
  The Council identifies and consults on the main issues facing the area and its preferred proposals for the future development.

- **PROPOSED PLAN**
  The Council sets out its firm view as to the vision and spatial strategy to be followed in the area. Representations are invited.

- **SUBMISSION TO SCOTTISH MINISTERS**
  Representations to the proposed plan are considered by the Council and any appropriate modifications made prior to submitting to Scottish Ministers.

- **EXAMINATION**
  Unresolved issues raised through representations are considered by an independent reporter who makes recommendations to the Council.

- **PLAN ADOPTION**
  The Council adopts the LDP incorporating changes arising from the reporter’s recommendations.

1.6 This document is the **Adopted Plan**, incorporating modifications recommended by Reporters following the Examination held from February 2014 to March 2015.
1.7 Strategic environmental assessment has been an integral part of the LDP preparation process, its purpose being to highlight the environmental effects of the LDP as an aid to decision making, and to outline mitigation to reduce significant negative environmental effects. A Revised Environmental Report has been published alongside this Proposed Plan. A Habitats Regulations Appraisal has also been prepared to determine if the LDP will have any adverse on European protected nature conservation sites.

1.8 An Action Programme has been prepared to identify the actions required to deliver the Plan’s policies and proposals, including timescales and responsible agencies.

1.9 The evidence base for the Plan is contained within a number of Technical Reports. These were originally produced to accompany the Main Issues Report and were revised as necessary to support the Proposed Plan.

The Structure of the Plan

1.10 The LDP starts out by articulating a Vision for the future of the area (Chapter 2). This comprises three key themes of Thriving Communities, Growing Economy and Sustainable Place.

1.11 The Spatial Strategy (Chapter 3) sets out how and where the area is intended to grow and develop over the Plan period, including the scale and location of housing and business development; the infrastructure required to support growth; the location, function and future development of town centres; the future role and extent of the countryside and green belt; and the strategic green network which will complement new development. The implications of the Spatial Strategy for individual communities are described in the Settlement Statements (Chapter 4).

1.12 The Supporting Policies (Chapter 5) provide the detailed guidance against which development proposals will be assessed.

1.13 The Site Schedule (Appendix 1) identifies all the development sites, proposed new infrastructure and green network opportunities which contribute towards the Spatial Strategy, including information on site requirements.
2. Vision

2.1 The policy context for the LDP’s vision is provided by:

- At the national level, Scottish Planning Policy (SPP) and the National Planning Framework (NPF3). Within NPF3, four identified National Developments - the Grangemouth Investment Zone; Carbon Capture and Storage Network and Thermal Generation; Central Scotland Green Network; and the National Long Distance Walking and Cycling Network - directly affect the area;

- At the regional level, a number of regional partnerships in which the Council participates, together with neighbouring strategic and local development plans:

- At the local level, the strategic community plan and the single outcome agreement. They promote a vision for the area based around the following principles:
  - The legacy of our past and the potential of our future are protected;
  - Our area is at the centre of Scottish life;
  - Our future is as one of the most culturally diverse and distinct areas in Scotland;
  - Our future has investment in jobs, learning, homes and leisure for all; and
  - Our area is the place to be in the 3rd Millennium.

This vision is complemented by the Council’s flagship economic development initiative - ‘My Future’s in Falkirk’.

2.2 The Council and its partners remain committed to a future for the area shaped by growth and investment. We wish to continue the process of transformation and regeneration which has driven strategic policy over recent years, notwithstanding challenging economic conditions and diminishing resources for delivery. We have only partly achieved our ambition of becoming the ‘place to be’, and the full economic potential which the area’s location and assets offer has only partly been realised. At the same time, we must ensure that the essential characteristics of the area which make the area special are safeguarded, and that development is harnessed in such a way as to enhance community identity.

2.3 The vision for the Falkirk area is therefore:

**Vision**

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

2.4 Figure 2.1 Vision

2.5 Figure 2.2 sets out the vision in detail. Under each of the three vision themes, the key strategic objectives are identified, together with a description of the current position and the kind of place which we aspire to be.
### Thriving Communities

<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVE</th>
<th>WHERE ARE WE NOW?</th>
<th>WHERE WILL WE BE IN 2034?</th>
</tr>
</thead>
<tbody>
<tr>
<td>To facilitate continued population and household growth, and the delivery of housing to meet the full range of housing needs.</td>
<td>The area has experienced growth over the last 10-15 years and now has a population of around 157,000. This has brought vitality and investment, as well as challenges. However, growth has stalled in the current economic downturn, with annual housing completions reducing by two thirds. The need to deliver higher levels of affordable housing, with restricted funding, remains an issue, as does meeting the housing needs of an ageing population.</td>
<td>The population of the area will have grown to 168,000. With a good supply of housing land, housing completion rates will have recovered, allowing public and private sectors to provide a choice of quality new housing which meets the needs of local people and continues to attract newcomers to our area, as an attractive alternative to the cities.</td>
</tr>
<tr>
<td>To build sustainable attractive communities which retain a strong identity and sense of place.</td>
<td>The settlement pattern of the area is characterised by small to medium sized towns, whose identity and character is valued by its residents. Some communities have grown substantially over the last 10 years, giving rise to concerns about the pace of change; others, such as Grangemouth, Banknock and the Braes villages have failed to attract new housing and their population is declining. Pressure for housing in the countryside remains strong.</td>
<td>Our communities will have grown in a way that is sensitive to their form and setting, reinforcing their identity and character, with strategic growth areas guided by masterplans, providing quality new living environments. Major residential-led regeneration initiatives at Whitecross, Bo’ness, Banknock, Slamannan and Portdownie in Falkirk will be completed or well-advanced, transforming these communities. Whilst there will be more housing in the countryside, this will be not have compromised the character and landscape quality of our rural areas.</td>
</tr>
<tr>
<td>To ensure that infrastructure is provided to meet the transport, education, recreation and healthcare needs of the growing population, and to support the growth of the economy.</td>
<td>Substantial new infrastructure has been built over recent years including the new Forth Valley Royal Hospital, new and extended schools, road improvements, libraries and open space. However, there are still a number of projects to deliver. Infrastructure remains under pressure in certain areas, and further upgrades are required to underpin further growth, at a time when public and private sector funding is constrained.</td>
<td>Strategic transport and flood defence infrastructure will have been delivered through Tax Increment Financing (TIF) to unlock the potential of the Falkirk and Grangemouth Investment Zones. Outstanding strategic projects such as the new Forth Valley College campus and Falkirk Community Hospital will have been delivered. There will have been substantial investment in our schools and in the transport and drainage network, particularly in the strategic growth areas. The quality of open space and recreational facilities will have been improved in line with the Open Space Strategy. Walking and cycling infrastructure will be better developed, integrated and used. Delivery of these projects will have been achieved through a focused, consistent but flexible approach to developer contributions.</td>
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</tbody>
</table>
2.6 Figure 2.2 Strategic Objectives and Vision

<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVE</th>
<th>WHERE ARE WE NOW?</th>
<th>WHERE WILL WE BE IN 2034?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Growing Economy</strong></td>
<td></td>
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</tr>
<tr>
<td>To develop the area’s <strong>economic potential</strong> and establish it as a major component in the Scottish economy.</td>
<td>The area has seen growth in employment over the past 10 years, but progress has stalled as a result of the economic downturn. Unemployment remains above the national average. However, the area has enviable strategic assets such as its central location, the port and petrochemical/chemical cluster at Grangemouth, a strong business base, a skilled and employable workforce, and a good portfolio of strategic sites. The Falkirk Wheel has put the area on the tourist map, although many visitors do not extend their visits to explore the other attractions of the area.</td>
<td>The area will have a dynamic, diverse, low carbon economy, and there will be less out-commuting. There will still be a strong manufacturing base, with Grangemouth in particular having adapted to new low carbon technologies and markets, and Falkirk will have established itself as one of the main logistics and distribution hubs in Scotland, as well as a key office location. Strategic business sites such as the Falkirk Gateway/Stadium, North Larbert, Gilston and Whitecross will be well underway and supporting a wide range of new service and manufacturing businesses. The area will be prime destination for day and short-break visitors drawn by an attractive and accessible network of heritage, cultural and outdoor activities. The canals will form a particularly vibrant corridor, animated by a series of development nodes along their length, and greater use of the waterspace.</td>
</tr>
<tr>
<td>To strengthen the area’s <strong>transport connections</strong> to the rest of Scotland and global markets.</td>
<td>The area benefits from excellent accessibility to the trunk road and railway network, but there are still some key access constraints. Improvements to Junctions 4, 5 and 6 of the M9 and Junction 7 of the M80 will have been completed, along with the A801 Avon Gorge upgrade. The Edinburgh Glasgow Improvement Project will have improved mainline rail connections to east, west, and north. Grangemouth will remain the busiest port in Scotland.</td>
<td></td>
</tr>
<tr>
<td>To make our <strong>town centres</strong> vibrant and economically viable focal points within our communities.</td>
<td>Falkirk Town Centre remains attractive and successful in spite of the economic downturn, but faces ongoing challenges in responding to changes in the nature of retailing and the competitive threat of other centres. District Centres have had to adapt to a more limited role, but are being supported by an ongoing programme of regeneration.</td>
<td>Falkirk Town Centre will be the best town centre of its kind in Scotland, combining its retail function with a greater cultural and leisure role. Public realm improvements, and new developments at the East End and Grahamston, will have made the Town Centre a showcase for good design. The Falkirk Gateway will be a high quality new commercial centre, complementing the Town Centre. The regeneration of Denny and Grangemouth Town Centres will be complete and District and Local Centres will provide local communities with ready access to quality convenience shopping and local services. New local centres will have been developed in the larger strategic housing growth areas.</td>
</tr>
</tbody>
</table>
## 2.6 Figure 2.2 Strategic Objectives and Vision

<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVE</th>
<th>WHERE ARE WE NOW?</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustainable Place</strong></td>
<td>Tackling climate change is a government priority and ambitious targets for reducing carbon emissions have been set in the Climate Change Act. There is a recognition that planning has a role to play in reducing building and transport related emissions, encouraging decarbonised energy generation and carbon storage. However, renewable energy generating capacity in the area is as yet limited. Flooding appears to be the main climate change risk to the area.</td>
<td>There will be increased renewable energy generating capacity in the area, and a much greater level of decentralised energy generation. At a localised scale, the embedding of renewables within developments will be standard. A limited number of wind farms will be located in less sensitive locations. Incremental improvements to sustainable transport infrastructure, and the better integration of facilities, will have reduced the need to travel by private car. The area will be resilient to heightened flood risk, having invested in various forms of mitigation including new defences in Grangemouth, and avoided new development in floodplains and other vulnerable areas.</td>
</tr>
<tr>
<td>To contribute to <strong>climate change</strong> mitigation and adaptation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To extend and improve the <strong>green network</strong> and protect the area’s natural heritage.</td>
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</tbody>
</table>

The area already has a strong track record of greenspace development through the Central Scotland Forest and Falkirk Greenspace Initiative. However, the Central Scotland Green Network offers a fresh impetus to address remaining gaps in the network and realise opportunities for further access provision, habitat creation and management. The area hosts some nationally and internationally important habitats, most notably the Firth of Forth SPA, and a range of locally important habitats and landscapes, some of which are under development pressure.

The area will have a high quality network of multifunctional green corridors at the heart of the Central Scotland Green Network, and the focus will have shifted to maintenance and promotion. The area’s biodiversity will have increased. Managed realignment along the Forth will have enhanced the quality and range of estuarine habitats, whilst wetlands and peatlands on both the carse and the Slamannan Plateau will have been restored and conserved.

Strategic routes such as the Rivers Carron and Avon, the canals and the John Muir Trail will be connected up and enhanced as major recreational corridors.

The Helix will be well-established, and along with other nodes such as Kinneil and Muiravonside, will provide focal points for increasing number of people to experience the network.

Woodland cover will have increased, and all major woodlands will have been brought under management.

Key open space corridors within the urban areas will have been improved.

Allotments will be available for community growing in most communities.

Strategic growth areas will have been integrated into their landscape setting through new planting and other habitats which will connect into the wider network.
## 2.6 Figure 2.2 Strategic Objectives and Vision

<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVE</th>
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<th>WHERE WILL WE BE IN 2034?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustainable Place</strong></td>
<td>The area looks and feels better than it did 15-20 years ago, and examples of good design are starting to shape a more positive image of the area. The level of vacant and derelict land has reduced substantially. The area has a wealth of historic environment assets, which is receiving more co-ordinated attention through the Built Heritage Strategy. The Antonine Wall has received World Heritage Site status. Conservation areas have been reappraised. However, a number of key historic buildings remain redundant and at risk.</td>
<td>High quality design will be the norm, rather than the exception, and will be exemplified within the strategic growth areas, our town and village centres, our conservation areas, the approaches to our towns and the canal corridor. Overall, our built heritage will be valued and promoted as an asset to a greater degree than at present. The Antonine Wall will be recognised as an exemplar of World Heritage Site management. Historic buildings at risk will have been sensitively restored and brought back into use. There will be wider recognition of the value of historic gardens and designed landscapes, and the area’s battlefield sites.</td>
</tr>
<tr>
<td>To improve the <strong>sense of place</strong> in our towns and villages and to protect, enhance and promote our <strong>historic environments</strong>.</td>
<td>To manage <strong>natural resources and waste</strong> sustainably.</td>
<td>Water and air quality will have improved. The exploitation of mineral resources will have been carefully managed to avoid damage to the environment or communities. ‘Zero waste’ will have become a reality in the area through a network of state of the art waste management facilities. Most current landfill sites will have been restored.</td>
</tr>
<tr>
<td>To manage <strong>natural resources and waste</strong> sustainably.</td>
<td>Air and water quality are still subject to localised problems, some of which are development-related. The area still has a range of mineral resources, although only in some areas is extraction likely to be environmentally acceptable. The area has some strategic waste management facilities, notably Avondale, which are likely to be able to handle the bulk of waste generated.</td>
<td></td>
</tr>
</tbody>
</table>
3. SPATIAL STRATEGY

Overview

3.1 The spatial strategy indicates how the area is intended to grow and develop over the plan period in terms of housing, infrastructure, countryside and green belt, business development, town centres and the green network. The overall strategy will continue to be one of sustainable growth, and the key elements will be:

- 675 new homes each year on average, distributed around the area, but with a focus on 12 Strategic Growth Areas;
- A diverse portfolio of business sites in 4 Strategic Business Locations, focused on the M9/M876/A801 corridor;
- A range of strategic transport, education, drainage, flood management and healthcare infrastructure to support growth;
- A continuing green belt to maintain the identity of settlements and manage growth;
- A network of Principal, District and Local Centres as the focus for retailing, commercial leisure and services; and
- A multi-functional Falkirk Green Network comprising a number of interconnected components and corridors.

Housing

Housing Requirements and Provision

3.2 The Falkirk area is projected to experience continued population and household growth over the period of the LDP. Based on the 2010 household projections, some 13,630 new homes would be needed over the 20 year period 2014 - 2034.

3.3 The vision of ‘Thriving Communities’ sees new housing as a positive feature with the potential to bring a range of benefits to communities. However, it also stresses the importance of maintaining the identity and character of individual communities. Growth aspirations also need to be tempered by the significant environmental and infrastructure constraints which affect parts of the Council area, and continuing uncertainty over economic conditions.

3.4 In the light of these factors, the Council proposes to promote moderate housing growth equating to an average of 675 new homes per year. This is in line with the household projections, and is considered to be an ambitious but realistic target.

Sustainable Housing Locations

3.5 The LDP must identify specific sites to meet the housing land requirement for the initial 10 year period of the LDP (2014 – 2024). There is already a considerable supply of existing housing sites which have planning permission or been carried forward from the previous Local Plan, including several large-scale regeneration opportunities. These are expected to meet the majority of requirements during this period. However, some of these sites are likely to take longer to deliver than previously anticipated, with the regeneration proposals at Bo’ness Foreshore and Slamannan in particular having been deferred to the period post 2024. Accordingly, further allocations have been made to offer additional flexibility and choice, selected on the basis of:

- Maximising the use of brownfield land where possible;
- Providing a good fit with existing settlements and their landscape setting;
- Maximising accessibility by sustainable transport modes; and
- Utilising existing or planned infrastructure.

3.6 The overall strategy is therefore one of reaffirming existing housing and regeneration commitments where these remain deliverable over the period of the plan, whilst promoting modest additional expansion in some settlements. Growth continues to be distributed throughout the Council area, with Grangemouth the only settlement area where no significant new housing is envisaged. 12 Strategic Growth Areas are identified, where the majority of housing will be focused. These comprise large sites, or groups of sites, where masterplanning and co-ordinated infrastructure provision is likely to be required.
**Long Term Growth 2024 - 2034**

3.7 For the period 2024-2034, a proportion of the housing requirement will be met by some of the larger sites identified in the LDP whose phasing extends beyond 2024. Given the uncertainty around long-term growth requirements, the LDP does not specify the precise amount of growth in each settlement or seek to identify any additional specific sites for development. It will be for subsequent reviews of the LDP to bring forward sites at the appropriate stage. However, a general indication of long-term growth potential is provided.

3.8 **Policy HSG01 Housing Growth**

1. The Council will aim to achieve an average housing growth of 675 dwellings per year across the Council area over the Plan period, and will ensure that a five year effective land supply is maintained;

2. The Council will monitor and update the effective housing land supply figures annually to make sure that a minimum five year supply is maintained at all times. If this Housing Land Audit process identifies a shortfall in the effective land supply, the Council will consider supporting sustainable development proposals that are effective, in the following order of preference:
   - Urban Capacity sites
   - Additional brownfield sites
   - Sustainable greenfield sites

   In doing so, account will be taken of other local development plan policies and of any adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal.

3. The overall scale of housing allocations in each settlement area to meet the target level of growth, including flexibility, will be as shown in Figure 3.1.

4. The specific sites where new housing will be promoted are listed in the Settlement Statements, and detailed in the Site Schedule in Appendix 1.

5. The locations for most significant growth are identified as Strategic Growth Areas (SGAs). Within these areas, the preparation of development frameworks, masterplans and briefs, as appropriate, and the co-ordination of social and physical infrastructure provision, will be a particular priority. Site requirements are set out in Appendix 2.

### Figure 3.1 Housing Land Allocations by Settlement Area

<table>
<thead>
<tr>
<th>Settlement Area</th>
<th>Existing Supply Sites</th>
<th>New Proposals</th>
<th>Total</th>
<th>Growth Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bo’ness</td>
<td>285</td>
<td>292</td>
<td>577</td>
<td>High</td>
</tr>
<tr>
<td>Bonnybridge &amp; Banknock</td>
<td>1154</td>
<td>268</td>
<td>1422</td>
<td>Medium</td>
</tr>
<tr>
<td>Denny</td>
<td>787</td>
<td>408</td>
<td>1195</td>
<td>High</td>
</tr>
<tr>
<td>Falkirk</td>
<td>897</td>
<td>494</td>
<td>1391</td>
<td>Medium</td>
</tr>
<tr>
<td>Grangemouth</td>
<td>76</td>
<td>0</td>
<td>76</td>
<td>Low</td>
</tr>
<tr>
<td>Larbert &amp; Stenhousemuir</td>
<td>894</td>
<td>15</td>
<td>909</td>
<td>Medium</td>
</tr>
<tr>
<td>Polmont Area</td>
<td>840</td>
<td>175</td>
<td>1015</td>
<td>Medium</td>
</tr>
<tr>
<td>Rural North</td>
<td>196</td>
<td>40</td>
<td>236</td>
<td>Low</td>
</tr>
<tr>
<td>Rural South</td>
<td>1018</td>
<td>70</td>
<td>1088</td>
<td>High</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6147</strong></td>
<td><strong>1762</strong></td>
<td><strong>7909</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Target Completions</strong></td>
<td></td>
<td></td>
<td><strong>6750</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Flexibility</strong></td>
<td></td>
<td></td>
<td><strong>17%</strong></td>
<td></td>
</tr>
</tbody>
</table>
3.10 Map 3.1 Housing and Green Belt

KEY
- Settlement Housing Allocations (2014 - 2024)
  - 685 Existing Supply Sites
  - 280 New Proposals
- Green Belt

KEY
- Strategic Growth Areas
  1. BO'NESS FORESHORE
  2. BO'NESS SOUTH EAST
  3. BANKnock
  4. Dennyloanhead
  5. Denny South East
  6. Falkirk Canal Corridor
  7. Falkirk North
  8. Larbert North
  9. Overtoun / Redding
  10. Maddiston East
  11. Whitecross
  12. Slamannan
3.11 The provision of infrastructure in the Falkirk area over the plan period will present significant challenges. The growth strategy adopted over the past 10 years has placed significant additional demands on existing infrastructure in some areas. In spite of considerable investment, particularly in education and healthcare, but also in transport, drainage, and recreation, a number of problems and deficiencies remain.

3.12 Further major infrastructure upgrades are needed to facilitate development committed through the previous Local Plan. These will be difficult to deliver at the appropriate time against a background of reducing public sector budgets and private sector borrowing constraints. Consequently, the Council has adopted a cautious approach to promoting additional large growth areas, for at least the first period of the LDP. The strategy is to promote modest additional growth which can utilise existing infrastructure capacity, and minimise additional significant infrastructure requirements over and above existing planned upgrades.

3.13 The range of strategic infrastructure improvements envisaged to meet these minimum requirements for the period of the LDP includes the following:

- Addressing outstanding constraints in the strategic and local road network which are essential to accommodate economic and community growth;
- Promoting sustainable transport measures on an incremental basis as resources allow;
- Supporting the EGIP strategic rail improvements;
- Supporting capacity upgrades at several Waste Water Treatment Works and waste water networks required to accommodate housing growth;
- Promoting the procurement of flood risk management measures at Grangemouth;
- Addressing continuing pressures on school capacity at both primary and secondary levels and supporting a new Falkirk campus for Forth Valley College; and
- Working with NHS Forth Valley to address capacity pressures at primary care facilities in several communities.

3.14 The Council and other partner organisations will explore traditional and innovative funding mechanisms to deliver infrastructure improvements. This will include the use of limited capital budgets as effectively as possible, considering the merits of prudential borrowing for priority projects and progressing Tax Increment Financing (TIF) as a means of delivering strategic infrastructure improvements connected to the Grangemouth Investment Zone National Development and the Falkirk Investment Zone.

3.15 However, where the need for infrastructure is generated primarily by the impact of new development, developer contributions will be critical, and the Council will set out these requirements through a mixture of generic policies and supplementary guidance for certain types of infrastructure (e.g. education, open space and healthcare), and bespoke guidance for specific sites, or items of infrastructure.

3.16 **Policy INF01 Strategic Infrastructure**

The Council will promote or support the provision of strategic infrastructure as identified on Map 3.2, listed in the Settlement Statements, and detailed in the Site Schedule in Appendix 1. The delivery of these projects will be through a range of agencies, in partnership with Falkirk Council. The Council and other partner organisations will explore traditional and innovative funding mechanisms to deliver infrastructure improvements, notwithstanding the continuing role of developer contributions as set out in supporting policies and supplementary guidance.
3.17 Map 3.2 Strategic Infrastructure
Countryside & Green Belt

The Countryside

3.18 Although perceived to be mainly urban in character, the Falkirk area has an extensive and varied countryside, whose open and relatively undeveloped nature contributes to its character and identity. It is also a place where people live and work, which has to adapt to economic change. High accessibility to the main employment centres of the central belt creates pressure for commuter housing in the countryside which will not necessarily benefit the rural economy.

3.19 The countryside will continue to be defined by reference to a system of Urban and Village Limits. The strategy of the Local Development Plan will be to direct new housing development in the rural areas to the existing villages, in order to sustain their vitality and take advantage of village services and infrastructure. However, there will be circumstances where development in the countryside will be appropriate.

Policy CG01 Countryside

The Urban and Village Limits defined on the Proposals Map represent the limit to the expansion of settlements. Land outwith these boundaries is designated as countryside, within which development will be assessed in the terms of the relevant supporting countryside policies (Policies CG03 and CG04), and Supplementary Guidance SG01 ‘Development in the Countryside’.

Green Belt

3.21 Green belt forms an important part of the spatial strategy for the area, its primary purpose in the Falkirk area, being to safeguard the identity of communities by preventing development which would reduce their visual separation. It provides a stronger presumption against development than the ‘countryside’ designation, and a more long term indication of the future shape of settlements than the Urban Limits. It forms a series of connected wedges or corridors between the main settlements. The protection of landscape setting and greenspace around towns are important related objectives.

Policy CG02 Green Belt

1. The following areas, as indicated generally on Map 3.1 and detailed on the Proposals Map, are designated as Green Belt:
   - Falkirk/Stenhousemuir/Grangemouth/Laurieston Corridor
   - Polmont/Grangemouth/Bo’ness/Linlithgow Corridor
   - Falkirk/Larbert/Denny/Bonnybridge Corridor
   - Callendar Park/Woods

2. The purpose of the Green Belt is:
   - To maintain the separate identity and visual separation of settlements
   - To protect the landscape setting of settlements; and
   - To protect and give access to greenspace for recreation

3. Within the Green Belt, development will not be permitted unless it can be demonstrated that the proposal satisfies the relevant countryside policies, and it can be demonstrated that it will not undermine any of the strategic purposes of the Green Belt as set out in sub section (2) above.
3.23 Developing the Falkirk area’s economic potential and establishing it as a key component of the Scottish economy is central to the vision for the area. Falkirk Council is working with partner agencies and stakeholders to harness the opportunities presented by its key economic assets, including the creation of a nationally significant low-carbon chemicals and logistics focussed investment zone in the area. The strategy will be to promote 4 key Strategic Business Locations (SBLs) focussed in the M9/M876/A801 corridor, and the two National Developments related to Grangemouth (Grangemouth Investment Zone and Carbon Capture and Storage Network and Thermal Generation) which are identified in NPF3. These will be the key drivers of economic growth and regeneration for the Falkirk Council area and are critical to the delivery of the ‘My Future’s in Falkirk’ initiative. The location of the SBLs and the National Developments are shown in Map 3.3. and the specific sites which form part of them are listed in the settlement statements.

3.24 In addition to the SBLs, local sites for business and industry are also identified within the LDP. These provide opportunities for local businesses wanting to set up or relocate in particular communities, and remain a valuable part of the business land supply. These are listed in Appendix 1 where their preferred employment use is specified.

3.25 The success of the Falkirk Wheel over the last 10 years has transformed the area’s potential for growth in tourism and has established a profile for the area as a visitor destination.

3.26 The previous development plan set out the key spatial priorities for tourism in the area and these are reaffirmed as important areas for development for this LDP. Additionally, other opportunities are emerging which suggest a more broadly based approach to tourism development, based on area-wide themes and networks which intersect at key nodes. These are identified in Figure 3.2 and Map 3.4. Together these networks present major development and regeneration opportunities and locations for the development of countryside recreation and outdoor activities.

3.27 Policy BUS01 Business and Tourism

1. The Council will promote the Strategic Business Locations (SBLs) and National Developments identified on Map 3.3 as the priority areas for economic development. Development of the site specific elements of the SBLs, as listed in the Settlement Statements and detailed in the Site Schedule in Appendix 1, will be to high standards of design in accordance with a development brief or masterplan for each location approved by the Council, to ensure a comprehensive and sensitive approach to site planning.

2. Other local sites for new local business and industrial development listed in the Settlement Statements and detailed in the Site Schedule will be safeguarded for the employment use specified for each site.

3. The Council will give priority to the development of tourism proposals which support the themes/networks and strategic nodes identified in Figure 3.2 and Map 3.4. Proposals will be supported which:

- complement the existing pattern of development;
- are of a quality which enhances the image and tourism profile of the area;
- comply with other LDP supporting policies.
3.28 Map 3.3 Business and Town Centres

Spatial Strategy

Falkirk Local Development Plan  July 2015
3.29 Map 3.4 Tourism Themes/ Networks and Strategic Nodes
3.30 Figure 3.2 Tourism Themes/ Networks and Strategic Nodes

<table>
<thead>
<tr>
<th>Themes/ Networks Nodes</th>
<th>Town Centres</th>
<th>Canal Network</th>
<th>Central Scotland Green Network</th>
<th>Antonine Wall</th>
<th>Gateway Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Falkirk Town Centre</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Bo’ness Town Centre/ Harbour/ Steam Railway</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Callendar House/ Park/Wood</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Helix/Falkirk Gateway</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Falkirk Wheel/ Portdownie/Roughcastle</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Gilston/Whitecross</td>
<td>●</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Kinneil</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Muiravonside</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
</tbody>
</table>

3.31 The Falkirk area has a well-established system of town, district and local centres. These centres are at the heart of the area’s communities, providing a sustainable focus for shopping, business, leisure, services and community life, and shaping the area’s sense of place. Traditional town centres are under increasing pressure from economic, social and technological change, but the Council believes that their continuing health and vitality is central to the LDP’s vision for the area.

3.32 The network of centres defined in Figure 3.3 and Map 3.3 comprises Falkirk Town Centre, the four District Centres, and a series of Local Centres. The Local Centres include established centres of varying scales, and three small new centres in major growth areas. The Falkirk Gateway development will provide a new edge-of-town commercial centre, complementary to the traditional town centres. Priority will be given to supporting and enhancing these centres, through new investment, regeneration and quality design.

Falkirk Town Centre

3.33 The future vitality and viability of Falkirk Town Centre is critical to the area’s prosperity, and the aim over the next ten years will be to develop and implement a strategy to position it as the best town centre of its kind in Scotland. This will be driven by:

- Enriching and diversifying the Town Centre experience, with an increasing emphasis on cultural and leisure activities, as well as high quality shopping;
- Fostering an enhanced sense of place through high quality design;
- Improving movement in and around the town centre; and
- Capitalising on key development opportunities.
**District and Local Centres**

3.34 The Council’s regeneration programme in the District Centres is ongoing. With the Townscape Heritage Initiative in Bo’ness and the redevelopment of Stenhousemuir Town Centre complete, the focus in the immediate future will be on redevelopment of Church Walk in Denny Town Centre and regeneration of Grangemouth Town Centre.

3.35 The strategy of decentralising food shopping to District and Local Centres has been successful, with the development of new stores in Redding, Grangemouth, Stenhousemuir and Camelon. There will be a continuing focus on improving the level and quality of food shopping in outlying communities, with Denny, Bo’ness and Bonnybridge, and the proposed new Local Centres being particular priorities.

3.36 **Policy TC01 Network of Centres**

1. The focus for retail, leisure, cultural and major community uses in the area will be on the network of centres identified in Figure 3.3 and Map 3.3. Significant new retail and commercial leisure development will be directed to these centres. The boundaries of centres are identified on the Proposals Map. Residential and business uses will also be promoted in these centres as appropriate.

2. New food shopping will be a priority in Denny, Bonnybridge and Bo’ness Town Centres, and in the new Local Centres of Banknock, Kinnaird Village and Whitecross.

3. Opportunities for development, regeneration and enhancement in the centres will be promoted as listed in the Settlement Statements, and detailed in the Site Schedule in Appendix 1.

4. Development which would significantly undermine the role of any centre in the network, as defined in Figure 3.3, will not be permitted.

**3.37 Figure 3.3 Network of Centres**

<table>
<thead>
<tr>
<th>Type</th>
<th>Centres</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Centre</td>
<td>Falkirk</td>
<td>Serves area-wide catchment in terms of comparison and convenience shopping. Provides an extensive range of shops, services, leisure/cultural activities and community facilities. Major visitor destination.</td>
</tr>
<tr>
<td>District Centres</td>
<td>Bo’ness</td>
<td>Serve the larger towns in terms of main food shopping, limited comparison shopping and services.</td>
</tr>
<tr>
<td></td>
<td>Denny</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Grangemouth</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Stenhousemuir</td>
<td></td>
</tr>
<tr>
<td>Local Centres</td>
<td>Bainsford/Newcarron Banknock</td>
<td>Serve the smaller towns and suburbs in terms of top-up shopping and limited local services. In larger catchments may be anchored by larger store serving proportion of main food shopping needs.</td>
</tr>
<tr>
<td></td>
<td>Bonnybridge</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brightons</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Camelon</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Charlotte Dundas</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Grahamston</td>
<td></td>
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<tr>
<td></td>
<td>Kinnaird Village</td>
<td></td>
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<tr>
<td></td>
<td>Larbert</td>
<td></td>
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<td></td>
<td>Laurieston</td>
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<td></td>
<td>Polmont</td>
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<tr>
<td></td>
<td>Redding</td>
<td></td>
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<tr>
<td></td>
<td>Slamannan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Whitecross</td>
<td></td>
</tr>
<tr>
<td>Commercial Centre</td>
<td>Falkirk Gateway</td>
<td>Provides out-of-town focus for household shopping and leisure complementary to Falkirk Town Centre.</td>
</tr>
</tbody>
</table>
The Green Network
Central Scotland Green Network

3.38 Through the Central Scotland Forest Strategy and the Falkirk Greenspace Initiative, the Council and its partners have been successfully promoting landscape improvement, woodland creation, habitat enhancement and outdoor access in and around the main settlements of the area for some 20 years.

3.39 The Central Scotland Green Network (CSGN) is identified as a National Development in NPF3, and stretches across 19 local authorities, with the Falkirk area at its heart. It provides a fresh context in which to consider the further development of Falkirk’s green network over the period of the LDP. The vision of the CSGN is that “by 2050, Central Scotland has been transformed into a place where the environment adds value to the economy and where peoples lives are enriched by its quality”.

CSGN in the Falkirk Area

3.40 The LDP defines the CSGN in the Falkirk area by means of a series of components which are highlighted in Map 3.5 and associated strategic opportunities which are detailed in the Site Schedule in Appendix 1. The opportunities include:

- Development of strategic corridors/routes
- Enhancement/creation of urban open space corridors
- Urban fringe landscape enhancement
- Habitat enhancement areas
- Development/enhancement of recreational nodes

3.41 The development of the green network is intended to complement the LDP’s growth strategy. Consequently, new development, and in particular the strategic growth areas and strategic business locations, will we expected to contribute to the green network through the provision of integrated green infrastructure. Opportunities to improve the green network as part of new development are highlighted in relation to individual sites in the Site Schedule.

Policy GN01 Falkirk Green Network

1. The Council will support the Central Scotland Green Network in the Falkirk area through the development and enhancement of a multi-functional network of green components and corridors as defined in Map 3.5.

2. Within the green network, biodiversity, habitat connectivity, active travel, recreational opportunities, landscape quality, placemaking, sustainable economic development and climate change adaptation will be promoted, with particular reference to the opportunities set out in the Settlement Statements, and detailed in the Site Schedule in Appendix 1.

3. New development, and in particular the strategic growth areas and strategic business locations, should contribute to the green network, where appropriate, through the integration of green infrastructure into masterplans or through enabling opportunities for green network improvement on nearby land.
3.43 Map 3.5 Green Network Corridors and Components
3.44 The Falkirk area has undergone enormous physical change over the last forty years. Industrial decline has been followed by a sustained period of regeneration. The successful redevelopment of many former industrial sites, the regeneration of Falkirk Town Centre in the 1980s and 1990s, the Millennium Link in 2002, the Falkirk Greenspace Initiative and recent regeneration work in our town centres, have helped to re-establish the area’s identity and confidence. A growing body of contemporary design, such as the Falkirk Wheel, Forth Valley Royal Hospital and the Kelpies, has also helped to foster a dynamic and forward looking image.

3.45 The focus for placemaking in the future will be the strategic growth areas and business locations, which present unique opportunities to influence the urban form at a strategic level, and other locations which are particularly crucial to the image and sense of place of the area. Town and village centres will continue to require reshaping and repair, whilst the quality of urban road corridors needs to be raised. The canal corridor is a key placemaking asset connecting communities across the area, whose full potential has still to be realised. The Central Scotland Green Network aims to build up the ‘green’ elements of place, enhancing river, road, open space and urban fringe corridors, and enhancing the setting of existing and new development.

3.46 **Policy D01 Placemaking**

The following locations are regarded as key opportunities for placemaking within the area, within which there will be a particular emphasis on high quality design and environmental enhancement:

1. Strategic Housing Growth Areas & Business Locations
2. Town and Village Centres
3. Town Gateways and Major Urban Road Corridors
4. Canal Corridor
5. Central Scotland Green Network
Bo’ness
Bonnybridge and Banknock
Denny
Falkirk
Grangemouth
Larbert and Stenhousemuir
Polmont Area
Rural North
Rural South
Settlement Statements

Bo’ness

4.1 The focus of new housing development over the first 10 year period of the LDP will be a Strategic Growth Area to the south-east of the town, comprising committed and new sites, and delivering about 490 homes in total. The completion of the masterplanned Drum Farm development will be a priority, including housing and open space at Drum Farm North (H01), and housing, business, neighbourhood retail and leisure/tourism uses at Drum Farm South (M02). This is augmented by a further housing site at Kinglass Farm (H02) which has been removed from the green belt. Elsewhere the green belt will provide restraint to growth and protect the attractive countryside setting of the town. Other smaller brownfield opportunities are identified within the urban limit, particularly in and around the Town Centre. Generally speaking, infrastructure capacity is available to cope with growth, although upgrading of the Bo’ness WWTW at Carriden is likely to be required (INF19).

4.2 Major housing led regeneration at Bo’ness Foreshore (M01), aimed at revitalising and reconnecting the dock, harbour and Town Centre, remains a key component of the plan. However, there is uncertainty about the timescale of delivery, and the expectation is that the site will not deliver housing until the second 10 year period of the plan (after 2024).

4.3 The Drum Farm South site (M02) will be retained as the key employment opportunity in the town, but with a mixed use focus as discussed above. The major industrial estates of Bridgeness/Carriden and Bo’mains will be retained in business use.

4.4 The continuing regeneration of Bo’ness Town Centre as a District Centre will be prioritised, with any new retail investment directed to the centre. The need for improved food retailing is recognised in the plan and the Town Centre boundary has been extended to the east and north to indicate that opportunities for Town Centre uses may arise as part of the Bo’ness Foreshore development (M01).

4.5 Bo’ness will continue to be a focus for tourism development, with the Town Centre and Kinneil forming strategic nodes for development, and the Antonine Wall and the Central Scotland Green Network providing key themes to exploit.

4.6 The Green Network around Bo’ness is already well-developed, especially along the Forth Estuary (Kinneil Nature Reserve) and South Bo’ness (Kinneil and Carriden Estates). Further opportunities exist to create new connected, greenspace in association with the south-eastern growth of the town, to develop and enhance the John Muir Trail (GN01), to improve and better manage Kinneil Estate (GN14), and to restore and enhance the habitat potential of the Kinneil Kerse landfill (GN02). In addition, there are opportunities to improve the quality and function of the extensive open space corridors which extend through the town (GN15).

4.7 Bo’ness already has a strong sense of place, with some exceptional historic environment assets, and the plan aims to build on this. Quality new development in the Town Centre and on its approaches will be vital. The various Green Network projects will enhance the town’s setting. The major growth areas at South East Bo’ness and Bo’ness Foreshore will add to the character of the town through the creation of attractive new residential environments.

4.8 Figure 4.1 Bo’ness Housing Land Allocation

<table>
<thead>
<tr>
<th></th>
<th>2014 - 2024</th>
<th>2024 - 2034</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Supply Sites</td>
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<td>292</td>
</tr>
<tr>
<td>New Proposals</td>
<td>292</td>
<td>577</td>
</tr>
<tr>
<td>Total</td>
<td>577</td>
<td>Growth Potential</td>
</tr>
<tr>
<td></td>
<td>High</td>
<td></td>
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</table>
### 4.9 Figure 4.2 Bo’ness Proposals/Opportunities

<table>
<thead>
<tr>
<th>Housing</th>
<th>Business</th>
<th>Green Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bo’ness Foreshore SGA</td>
<td>Eastern Gateway SBL</td>
<td>John Muir Trail</td>
</tr>
<tr>
<td>M01 Bo’ness Foreshore</td>
<td>M02 Drum Farm South</td>
<td>GN01 John Muir Trail</td>
</tr>
<tr>
<td>Bo’ness South East SGA</td>
<td>Local Sites</td>
<td>Forth Estuary</td>
</tr>
<tr>
<td>H01 Drum Farm North</td>
<td>ED01 Bo’ mains Industrial Estate</td>
<td>GN02 Kinneil Kerse</td>
</tr>
<tr>
<td>H02 Kinglass Farm 1</td>
<td></td>
<td>South Bo’ness</td>
</tr>
<tr>
<td>H03 Kinglass Farm 2</td>
<td></td>
<td>GN14 Kinneil Estate</td>
</tr>
<tr>
<td>M02 Drum Farm South</td>
<td></td>
<td>GN15 Bo’ness Open Space Corridors</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Sites</th>
<th>Town Centres</th>
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</tr>
</thead>
<tbody>
<tr>
<td>H04 South Street/Main Street</td>
<td>Bo’ness (District Centre)</td>
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</tr>
<tr>
<td>H05 Cadzow Avenue</td>
<td>M01 Bo’ness Foreshore</td>
<td></td>
</tr>
<tr>
<td>H06 Union Street</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Infrastructure**
- **Strategic Road Network**
  - INF05 M9 Junction 3 Slips Safeguarding
- **Drainage/Flood Management**
  - INF19 Bo’ness WWTW Upgrade

See Proposals Map 6 and Site Schedule (Appendix 1) for details of proposals.
Bonnybridge and Banknock

4.10 Along the A803 corridor between Coneypark and Dennyloanhead, major expansion will take place at the Strategic Growth Areas of Banknock (M03 & H07) and Dennyloanhead (H08) delivering approximately 1250 new homes. These committed sites will help to deliver expanded school capacity at Bankier and Head of Muir Primary Schools (INF28-29), improved access arrangements at the junctions of the M80 slip roads with the A803 (INF06) and a new Local Centre at Banknock (M03). Substantial new open space will also be delivered in conjunction with development.

4.11 Other, smaller, opportunities for housing development along this corridor are promoted at Kilsyth Road and Garngrew Road (H09, H10 and H74) between Haggs and Longcroft. These sites are projected to deliver an additional 93 new homes and will be required to provide proportionate contributions towards planned infrastructure upgrading in the area.

4.12 In Bonnybridge, a significant settlement expansion and green belt removal to the east of the town is promoted (M15), comprising housing and sports facilities. Further housing opportunities include an urban infill site to the north of the canal at Falkirk Road (H11) and brownfield sites to the south of the canal at Seabegs Road (H13) and Broomhill Road (H12). These sites are projected to deliver around 300 new homes.

4.13 Further opportunities to improve the green network include: river restoration and habitat enhancement of the Rowan Tree Burn (GN12); the creation of a new path linking Bonnywood to the proposed Denny to Falkirk path at Roughmoutie (GN29); and the expansion of Bonnyfield Local Nature Reserve (LNR) to incorporate the Parkfoot Marsh Wildlife Site and the improvement of access to the LNR from residential areas to the south of the Forth & Clyde Canal through improvement of the pend under the canal at Seabegs (GN30). The canal will provide tourism opportunities for the area.

4.14 Improved retail provision will be supported within Bonnybridge Local Centre (M04). Opportunities for economic development will be directed towards existing core business areas at the Chattan Industrial Estate and at High Bonnybridge. Redevelopment for alternative uses will be permitted at older industrial premises along Seabegs Road, Broomhill Road and Bonnsyde Road and along the A803 corridor between Coneypark and Dennyloanhead.

4.15 Figure 4.3 Bonnybridge and Banknock Housing Allocation

<table>
<thead>
<tr>
<th></th>
<th>2014 - 2024</th>
<th>2024 - 2034</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Supply Sites</td>
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<td>New Proposals</td>
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</tr>
<tr>
<td>Total</td>
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<td></td>
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<tr>
<td>Growth Potential</td>
<td>Medium</td>
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</tbody>
</table>
## Bonnybridge and Banknock

4.16 Figure 4.4 Bonnybridge and Banknock Proposals/Opportunities

<table>
<thead>
<tr>
<th>Housing</th>
<th>Town Centres</th>
<th>Green Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banknock SGA</td>
<td>Bonnybridge (Local Centre)</td>
<td>John Muir Trail</td>
</tr>
<tr>
<td>M03</td>
<td>Banknock North</td>
<td>GN01 John Muir Trail</td>
</tr>
<tr>
<td>H07</td>
<td>Banknock South</td>
<td>South Falkirk</td>
</tr>
<tr>
<td>Dennyloanhead SGA</td>
<td>Banknock (Local Centre)</td>
<td>GN12 Rowan Tree/Carmuirs Burn</td>
</tr>
<tr>
<td>H08</td>
<td>Dennyloanhead</td>
<td>Bonny Water</td>
</tr>
<tr>
<td>Other Sites: Banknock/Haggs/Longcroft</td>
<td>M03 Banknock North</td>
<td>GN29 Bonnywood to Denny-Falkirk Path</td>
</tr>
<tr>
<td>H09</td>
<td>Kilsyth Road 1, Haggs</td>
<td>GN30 Bonnyfield Expansion</td>
</tr>
<tr>
<td>H10</td>
<td>Kilsyth Road 2, Haggs</td>
<td></td>
</tr>
<tr>
<td>H74</td>
<td>Garngrew Road, Haggs</td>
<td></td>
</tr>
<tr>
<td>Other Sites: Bonnybridge</td>
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<td></td>
</tr>
<tr>
<td>H11</td>
<td>Falkirk Road, Bonnybridge</td>
<td></td>
</tr>
<tr>
<td>H12</td>
<td>Broomhill Road, High Bonnybridge</td>
<td></td>
</tr>
<tr>
<td>H13</td>
<td>Seabegs Road, High Bonnybridge</td>
<td></td>
</tr>
<tr>
<td>M15</td>
<td>East Bonnybridge</td>
<td></td>
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</tbody>
</table>

### Infrastructure

<table>
<thead>
<tr>
<th>Strategic Road Network</th>
<th>INF06 M80 Junction 7 Upgrade</th>
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<tbody>
<tr>
<td>INF08 Edinburgh - Glasgow railway electrification</td>
<td></td>
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<tr>
<td>INF10 Bonnybridge Station Site Safeguarding</td>
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</tr>
</tbody>
</table>

### Education/Healthcare

| INF28 Bankier PS Capacity Enhancement |

See Proposals Map 1 and Site Schedule (Appendix 1) for details of proposals
**Settlement Statements**

**Denny**

4.17 Denny experienced considerable housing growth in the 2000’s and this is planned to continue over the first 10 year period of the LDP on a range of large and small sites across the settlement area. The focus of development will be a Strategic Growth Area to the south and east of Denny, comprising the major brownfield opportunity at the site of the old Denny High School (H14), the new greenfield extension at Mydub 1 (H15) and the mixed use site at Broad Street (M05). A further greenfield site at Mydub 2 (H16) is expected to come forward later in the plan period.

4.18 Development of both Mydub sites is dependent on the construction of the Denny Eastern Access Road (INF14), a 1.45 km length of new road which will also provide a south eastern bypass to accommodate settlement growth and relieve congestion at Denny Cross, which will be largely developer funded. The line of the DEAR provides a strong boundary for the green belt between Denny and Bonnybridge and elsewhere the green belt boundary will remain unaltered to maintain restraint on further coalescence between the two settlements.

4.19 Further substantial housing opportunities will be developed at the former Carrongrove Mill site (H17) in Stoneywood and north of Dunipace at Rosebank (H22). A number of further small infill sites will be developed in the 2014-24 plan period.

4.20 Some additional community infrastructure is required to support the housing growth. Extensions to Head of Muir and Denny primary schools (INF29-30) will be needed to accommodate the major growth at Dennyloanhead and Mydub, and it is possible that Dunipace primary school may require capacity enhancement in the longer term to accommodate development at Rosebank. The cumulative impacts of housing growth across the wider catchment of Denny High School could necessitate some supplementing of capacity at this high school in the medium to long term (INF25). Capacity constraints on Primary Care services in the Denny area are being investigated by NHS Forth Valley which may result in expanded facilities being provided in key locations.

4.21 The focus of business activity will continue to be at Winchester Avenue Industrial Estate and a further 3 hectares of business land will be developed as part of the Broad Street development (M05) to take advantage of the site’s excellent position close to the motorway network.

4.22 The regeneration of Denny Town Centre (ED02) will gather pace during the plan period, with the first phase providing a new library for the town, substantial public realm improvements at Denny Cross, as well as retail outlets to replace those lost through demolition of the former Church Walk shopping parade. A second phase of redevelopment is expected to provide a supermarket anchor store as well as further smaller retail premises. Improvements to traffic circulation, parking and pedestrian access are key aspects of the town centre regeneration package.

4.23 The green network is fairly well developed to the south of Denny in and around Chacefield Wood, so the River Carron corridor (GN08) will become the focus for further improvements to public access at Carrongrove and Denny East, and opportunities for river restoration and invasive species clearance.

4.24 **Figure 4.5** Denny Housing Allocation

<table>
<thead>
<tr>
<th></th>
<th>2014 - 2024</th>
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</tr>
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<tbody>
<tr>
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<tr>
<td>Growth Potential</td>
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**Falkirk Local Development Plan** July 2015
## Denny

### Housing

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>H14</td>
<td>Former Denny High School</td>
</tr>
<tr>
<td>H15</td>
<td>Mydub 1</td>
</tr>
<tr>
<td>H16</td>
<td>Mydub 2</td>
</tr>
<tr>
<td>M05</td>
<td>Broad Street</td>
</tr>
</tbody>
</table>

**Other Sites:**
- Stoneywood
  - H17 | Carrongrove
  - H18 | Fintry Road
- Denny
  - H19 | Stirling Street
- Dunipace
  - H22 | Rosebank

### Business

<table>
<thead>
<tr>
<th>Code</th>
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</tr>
</thead>
<tbody>
<tr>
<td>M05</td>
<td>Broad Street</td>
</tr>
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</table>

**Local Sites**
- Denny (District Centre)
- Church Walk

### Green Network

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>GN08</td>
<td>River Carron Corridor Improvements</td>
</tr>
<tr>
<td>GN25</td>
<td>Glenbervie to Denny</td>
</tr>
<tr>
<td>GN28</td>
<td>Denny-Falkirk Path</td>
</tr>
</tbody>
</table>

**Upper Carron/Lower Carron**
- INF14 | Denny Eastern Access Road

**Drainage/Flood Management**
- INF20 | Denny WWTW Upgrade

**Infrastructure**
- INF25 | Denny HS Capacity Enhancement
- INF29 | Head of Muir PS Capacity Enhancement
- INF30 | Denny PS Capacity Enhancement

---

*See Proposals Map 1 and Site Schedule (Appendix 1) for details of proposals*
Falkirk has historically offered substantial opportunities for brownfield development within the urban limit. The theme of housing led urban renewal will continue, with a corridor of regeneration identified along the Forth & Clyde Canal, comprising the major canal-side site at Portdownie (M06), and further brownfield sites at Merchiston (H23), Gowan Avenue (H24) and Etna Road (H26). There are also housing opportunities in and around the Town Centre, including the important redevelopment opportunity at the former Falkirk & District Royal Infirmary site (M07), and at the Forth Valley College campus (H32).

The other major focus for housing growth in Falkirk will be the continued development of the Mungal/Cauldhame Farm area of north Falkirk, where a substantial committed phase of development is still to be built out (H27), and will be extended by a further phase (H28) extending south to Sunnyside Playing Fields. Green belt on the eastern, northern and western boundaries of the town will remain an important tool in the settlement strategy. Greenfield development to the south of the town will also be resisted.

The Falkirk Investment Zone is identified as a Strategic Business Location. The Falkirk Gateway (ED03) and Falkirk Stadium (ED04) sites will create a major new commercial quarter on the eastern approach to the town, complemented by the Helix. Abbotsford and Caledon Business Parks (ED05 & ED06) will offer further employment land opportunities on the eastern edge of the town, benefiting from easy access on to the M9.

Falkirk Town Centre will continue to be promoted as the principal centre for the Falkirk Council area and as a priority for investment and enhancement. Potential redevelopment opportunities are identified at the East End (M09) and Grahamston (M08) which could provide a focus for future regeneration. Heritage led enhancement, particularly focused on the secondary streets, will be taken forward through the Townscape Heritage Initiative (ED10). Local centres at Camelon, Newcarron/Bainsford and Grahamston will also be supported as part of the network of centres.

Significant new physical infrastructure will be needed to facilitate this growth, including upgrading of the strategic connections into the M9 at Junctions 5 and 6 (INF01-03) and arterial road improvements on the A803 corridor to the west and at the Falkirk Gateway to the east (INF11-12). Capacity enhancements at St Mungo’s High School and Bantaskin Primary School (INF26 & INF31) may be required. Other social infrastructure opportunities which will reinforce the town’s status include a new Forth Valley College (INF23), created through rationalisation of the existing site, and Falkirk Community Hospital (INF33).

The Green Network is well developed around Falkirk, including the River Carron corridor to the north, the Helix to the east, and the woodland and path networks of Callendar Park, South Falkirk and the Falkirk Wheel/Roughcastle to the south. Further opportunities for recreational, access and habitat development exist in relation to these Green Network components (GN08 - GN13). An opportunity for an eastern open space corridor, connecting the Helix to the Town Centre has been identified (GN10).

Summing up, the key areas of focus, change and placemaking, will be the Town Centre, the canal corridor, the eastern entrance to the town in and around the Falkirk Gateway, and the northern growth area at Mungal/Cauldhame Farm.

4.33 Figure 4.7  Falkirk Housing Allocation

<table>
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### Falkirk

#### Figure 4.8 Falkirk Proposals/Opportunities

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<th><strong>Green Network</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Falkirk Canal Corridor SGA</td>
<td>Falkirk Investment Zone SBL</td>
<td>John Muir Trail</td>
</tr>
<tr>
<td>H23 Merchiston Road</td>
<td>ED03 Falkirk Gateway</td>
<td>GN01 John Muir Trail</td>
</tr>
<tr>
<td>H24 Gowan Avenue</td>
<td>ED04 Falkirk Stadium</td>
<td>Upper Carron/Lower Carron</td>
</tr>
<tr>
<td>H25 Etna Road 1</td>
<td>ED05 Abbotsford Business Park</td>
<td>GN08 River Carron Corridor Improvements</td>
</tr>
<tr>
<td>H26 Etna Road 2</td>
<td>ED06 Caledon Business Park</td>
<td>Falkirk - Grangemouth Corridor</td>
</tr>
<tr>
<td>M06 Portdownie</td>
<td><strong>Local Sites</strong></td>
<td>GN09 Helix</td>
</tr>
<tr>
<td><strong>Falkirk North SGA</strong></td>
<td>ED08 Rosebank</td>
<td>GN10 East Falkirk Open Space Corridor</td>
</tr>
<tr>
<td>H27 Cauldham Farm 1</td>
<td>ED09 Callendar Business Park</td>
<td>South Falkirk</td>
</tr>
<tr>
<td>H28 Cauldham Farm 2</td>
<td>M06 Portdownie</td>
<td>GN11 Roughcaste</td>
</tr>
<tr>
<td><strong>Other Sites</strong></td>
<td>M07 Westburn Avenue</td>
<td>GN12 RowanTree/Carmuir Burn</td>
</tr>
<tr>
<td>H29 Blinkbonny Road</td>
<td><strong>Town Centres</strong></td>
<td>GN13 Lionthorn Policy Bing</td>
</tr>
<tr>
<td>H30 Carrick Place</td>
<td>Falkirk Town Centre</td>
<td>Denny</td>
</tr>
<tr>
<td>H31 Glenburn Road, Hallglen</td>
<td>M08 Grahamston Opportunity Area</td>
<td>GN28 Denny - Falkirk Path</td>
</tr>
<tr>
<td>H32 Grangemouth Road</td>
<td>M09 Falkirk East End Opportunity Area</td>
<td>Canals</td>
</tr>
<tr>
<td>M07 Westburn Avenue</td>
<td>M10 Bank Street</td>
<td>GN31 Portdownie/Falkirk Canal Corridor</td>
</tr>
<tr>
<td>M10 Bank Street</td>
<td>M11 Williamson Street</td>
<td>GN32 Bantaskine</td>
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<td>M11 Williamson Street</td>
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**Infrastructure**

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<tr>
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<td><strong>John Muir Trail</strong></td>
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<tr>
<td>INF12 A904 Corridor Improvements</td>
<td>GN01 John Muir Trail</td>
</tr>
<tr>
<td>INF13 Falkirk Bus Station</td>
<td><strong>Upper Carron/Lower Carron</strong></td>
</tr>
<tr>
<td>INF21 Dalderse WWTW Upgrade</td>
<td>GN08 River Carron Corridor Improvements</td>
</tr>
<tr>
<td>INF23 New Forth Valley College Campus</td>
<td>Falkirk - Grangemouth Corridor</td>
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<tr>
<td>INF26 St Mungo's HS Capacity Enhancement</td>
<td>GN09 Helix</td>
</tr>
<tr>
<td>INF31 Bantaskin PS Capacity Enhancement</td>
<td>GN10 East Falkirk Open Space Corridor</td>
</tr>
<tr>
<td>INF33 Falkirk Community Hospital Extension</td>
<td>South Falkirk</td>
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<tr>
<td><strong>Drainage/Flood Management</strong></td>
<td>GN11 Roughcaste</td>
</tr>
<tr>
<td>INF21 Dalderse WWTW Upgrade</td>
<td>GN12 RowanTree/Carmuir Burn</td>
</tr>
<tr>
<td>INF23 New Forth Valley College Campus</td>
<td>GN13 Lionthorn Policy Bing</td>
</tr>
</tbody>
</table>

See Proposals Map 2 and Site Schedule (Appendix 1) for details of proposals.
Grangemouth

4.35 Grangemouth hosts the largest petrochemical/chemical complex in Scotland, as well as Scotland’s busiest port. It is a key component of the national and local economy. Unlocking its full economic potential is therefore a priority.

4.36 The Grangemouth Investment Zone is a National Development in NPF3 and is also highlighted as a Strategic Business Location in the LDP. It focuses on the development of the port, where sites are available to support port-related activities (ED15) and associated intermodal distribution functions, and also on the town’s nationally important cluster of chemical industries, which has potential for growth. Substantial brownfield land is available within the Ineos complex in particular (ED16) to accommodate new investment. The town also has further business opportunities adjacent to the M9 at Earlsgate Park (ED12) and Glensburgh (ED13) which contribute to the Grangemouth Investment Zone. Finally, NPF3 identifies Grangemouth as the location of a further National Development for Carbon Capture and Storage Network and Thermal Generation.

4.37 Substantial infrastructure investment is required to support further economic growth in the town. Upgrading of Junctions 5 and 6 of the M9 is a priority to improve connections to the motorway network (INF01 - INF03). Substantial areas of the town are at risk from coastal and river flooding, and a comprehensive flood prevention scheme is required (INF22). These improvements are integral to the Grangemouth Freight Hub and Tax Increment Financing is being pursued to assist with delivery.

4.38 Grangemouth is not just an industrial town, but is home to some 17,000 people. There are inevitable tensions between supporting its economic role whilst maintaining a thriving residential community, which the LDP must manage. The population has been declining, and opportunities for new housing to stabilise decline are limited by the health and safety constraints imposed by the petrochemical and chemical industries, flood risk issues and the lack of available land in a town hemmed in by the M9 and the Forth Estuary. Whilst supporting economic growth, the LDP will seek to ensure that the major hazard consultation zones associated with the industries do not increase the level of constraint. Nonetheless only limited infill residential opportunities have been identified (H33 and H35), and Grangemouth will not see any significant housing growth over the period of the plan.

4.39 The status of Grangemouth Town Centre as a District Centre will continue to be supported and regeneration opportunities will be pursued (M12).

4.40 Figure 4.9 Grangemouth Housing Allocation

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<tr>
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Settlement Statements

Falkirk Local Development Plan  July 2015
## Grangemouth

4.41 Figure 4.10 Grangemouth Proposals/Opportunities

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<tr>
<th>Housing</th>
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<tbody>
<tr>
<td>Grangemouth</td>
<td>Grangemouth Investment Zone SBL</td>
<td>Falkirk - Grangemouth Corridor</td>
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<tr>
<td>H33 Tinto Drive</td>
<td>ED12 Earlsgate Park 1</td>
<td>GN09 Helix</td>
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<tr>
<td>H35 Oxgang Road</td>
<td>ED13 Glensburgh</td>
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<td>ED14 South Bridge Street</td>
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<td><strong>Strategic Road Network</strong></td>
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<td>INF01 M9 Junction 6 Upgrade</td>
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<td>INF02 Long Term M9 Junction Upgrade</td>
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<td>INF03 M9 Junction 5 Upgrade</td>
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<td><strong>Strategic Rail Network</strong></td>
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<td>INF09 Grangemouth Station Site Safeguarding</td>
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<td><strong>Drainage/Flood Management</strong></td>
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<td>INF22 Grangemouth Flood Prevention Scheme</td>
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<td>ED18 Little Kerse</td>
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<td><strong>Town Centres</strong></td>
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<td></td>
<td>M12 Grangemouth Town Centre</td>
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</tbody>
</table>

See Proposals Map 5 and Site Schedule (Appendix 1) for details of proposals.
Larbert and Stenhousemuir

4.42 The focus of housing growth in Larbert and Stenhousemuir will remain to the north of the settlement at Bellsdyke and Hill of Kinnaird (H36 & H37). This Strategic Growth Area reflects existing housing commitments which focus on the redevelopment of the redundant Bellsdyke Hospital and adjacent greenfield land to the east. With the exception of two further committed housing sites at Lorne Road (H38) and Larbert House/Stables (H39), there are no further significant housing land releases, which allows the surrounding green belt to be maintained.

4.43 In terms of employment sites, Larbert Gateway is identified as a Strategic Business Location and comprises the Glenbervie site (ED19), remaining plots at Central and Glenbervie Business Parks (ED20), and an opportunity at Hill of Kinnaird which forms part of the approved masterplan for Bellsdyke / Hill of Kinnaird (ED21). The accessibility and marketability of the Larbert Gateway has been enhanced by the completion of the M876 Glenbervie Slip Roads which give direct west/east motorway access.

4.44 The redeveloped Stenhousemuir shopping centre will continue to be supported as the District Centre. Larbert Local Centre will continue to fulfil top-up shopping and service needs. A new Local Centre is proposed at Kinnaird Village (ED22) which will serve the growing population north of Bellsdyke Road in terms of top-up shopping and local services.

4.45 There has been much investment in infrastructure to support ongoing growth, including the redevelopment of Stenhousemuir District Centre, the new Forth Valley Royal Hospital, the completion of the Glenbervie Slip Roads and the building of two new primary schools. However, the capacity of Larbert High School remains a key issue, and an extension to the school will be required over the period of the plan (INF24).

4.46 A number of opportunities have been identified to improve the Green Network. Potential exists to improve key open space corridors within the urban area (GN24). To the south, there will be continuing improvements to the River Carron corridor (GN08). In North Larbert, green infrastructure will continue to be implemented as part of the Strategic Growth Area. To the east, opportunities exist to improve the landscape structure along the M9 corridor (GN23).

4.47 Larbert & Stenhousemuir has seen major growth and change over recent years, including extensive new housing, new schools, the new Forth Valley Royal Hospital and the redevelopment of the shopping centre. The major placemaking challenge over the plan period remains the successful delivery of quality places within the residential and employment growth areas of North Larbert, and the continuing enhancement of greenspace in and around the urban area.

4.48 Figure 4.11 Larbert and Stenhousemuir Housing Allocation

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<tr>
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<td>Total</td>
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<td>Growth Potential</td>
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</table>
### Figure 4.12 Larbert and Stenhousemuir Proposals/Opportunities

#### Housing
- **Larbert North SGA**
  - H36 Bellsdyke
  - H37 Hill of Kinnaird
- **Other Sites**
  - H38 Lorne Road
  - H39 Larbert House
  - H75 Pretoria Road

#### Infrastructure
- **Education/Healthcare**
  - INF24 Larbert HS Capacity Enhancement

#### Business
- **Larbert Gateway SBL**
  - ED19 Glenbervie
  - ED20 Central/Glenbervie Business Parks
  - ED21 Hill of Kinnaird

#### Town Centres
- **Kinnaird Village (Local Centre)**
  - ED22 Kinnaird Village Centre

#### Green Network
- **Upper Carron/Lower Carron**
  - GN08 River Carron Corridor Improvements
- **North Larbert**
  - GN23 Kinnaird/Carron Policies
  - GN24 Larbert Open Space Corridors

---

See Proposals Map 2 and Site Schedule (Appendix 1) for details of proposals.
**Polmont Area**

**Maddiston/Rumford**

4.50 Maddiston is identified for further housing growth. The existing committed site at Toravon (H48) will be augmented by further sites at Parkhall Farm and the Haining (H44 – H47) creating a Strategic Growth Area which is expected to deliver around 280 houses in addition to the current Parkhall Farm development. These sites will require a co-ordinated access strategy and provision of supporting infrastructure in the form of enhanced community facilities, enhanced primary school capacity (INF32), and the extension and upgrading of the green network in and around the village (GN16 & GN18).

**Polmont**

4.51 The Gilston site (ED23) is the major opportunity for growth and placemaking in Polmont, as part of the Eastern Gateway Strategic Business Location. This will be a major new business quarter, but with significant new greenspace contributing to the green network in the vicinity. Growth here and at nearby Whitecross will be supported by upgrading of M9 Junction 4 (INF04). To the south, on the Union Canal, an opportunity for canal-related development with new waterspace, has been identified (ED25). To the north, at Beancross, a new opportunity for business development through redevelopment and extension of the Klondyke site will be promoted (ED24). The shopping centre at Polmont will continue to function as Local Centre, augmented by some neighbourhood shops as part of the Gilston development. The green belt to the north and west of Polmont will be maintained. Opportunities to enhance urban open space, especially focused on the corridors of Polmont Burn and the Union Canal are highlighted (GN18).

**Redding/Reddingmuirhead/Wallacestone/Brightons**

4.52 The existing ongoing developments at Overton (H40) and Redding Park (H42) form a Strategic Growth Area which will continue to be developed out over the life of the plan. Given the scale of growth in these communities over recent years, and the capacity constraints at Wallacestone Primary School, no further settlement expansion is planned at least for the period 2014-2024. The Local Centres at Redding and Brightons will be supported as part of the network of centres.

**Laurieston/Westquarter**

4.53 Laurieston and Westquarter will see no significant growth over the period of the plan, with limited infill opportunities identified, and the green belt maintained along the northern edge of the settlement. The ongoing open space, access and environmental enhancement at the Helix (GN09) will provide further Green Network and access opportunities.

### Figure 4.13 Polmont Area Housing Allocation

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## Polmont Area

### Housing

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<td>Maddiston East SGA</td>
<td>H43 Parkhall Farm 1</td>
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<td>H47 The Haining</td>
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<td>H48 Toravon Farm</td>
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<td><strong>Other Sites: Laurieston</strong></td>
<td>H49 Old Redding Road</td>
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<td><strong>Other Sites: Polmont</strong></td>
<td>H50 Whyteside</td>
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<td>H51 Lathallan House</td>
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### Business

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<tr>
<td>Eastern Gateway SBL</td>
<td>ED23 Gilston</td>
</tr>
<tr>
<td></td>
<td>ED24 Beancross</td>
</tr>
<tr>
<td><strong>Local Sites</strong></td>
<td>ED25 A801 Union Canal</td>
</tr>
</tbody>
</table>

### Green Network

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Falkirk - Grangemouth Corridor</td>
<td>GN09 Helix</td>
</tr>
<tr>
<td>Lower Braes</td>
<td>GN16 Lower Braes Southern Fringe</td>
</tr>
<tr>
<td>Lathallan/Avonglen</td>
<td>GN17 Lathallan/Avonglen</td>
</tr>
<tr>
<td>Polmont Open Space Corridors</td>
<td>GN18 Polmont Open Space Corridors</td>
</tr>
</tbody>
</table>

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See Proposals Map 5 and Site Schedule (Appendix 1) for details of proposals.
Rural North

4.56 The Rural North area comprises the countryside areas to the north of the Forth & Clyde Canal, a varied landscape of flat carseiland, lowland hills and hill fringes, and the internationally important estuarine wildlife habitats along the Firth of Forth. It contains six villages: Airth, Dunmore, Letham, Skinflats, South Alloa and Torwood.

4.57 Development activity will continue to be focused on Airth and, to a lesser extent, Torwood. At Airth the existing sites at Castle View (H52) and Graham Terrace (H53) continue to provide the principal locations for development, supplemented by smaller sites at Airth Castle South (H54) to the south of the village and a new site at the Giebe (H55) to the north. In Torwood two small sites will be developed, at the former Torwood School (H56) and McLaren Park on Glen Road (H57). No growth is planned for Dunmore, Letham, South Alloa or Skinflats.

4.58 Some infrastructure constraints on housing growth will be alleviated during the plan period. Upgrades of Airth WWTW (INF15) by Scottish Water are in progress and capacity enhancements are planned for Torwood WWTW (INF16). Careful phasing of the housing opportunities in Airth should avoid the need for Airth Primary School to be further extended.

4.59 The Rural North area contains deposits of several minerals of economic importance, particularly coal and coal bed methane. The Council will maintain its policy presumption against open cast coal extraction in this sensitive landscape area but exploration activity for coal bed methane west of Letham is expected to continue and expand during the plan period, possibly leading to production in the later years.

4.60 A number of opportunities exist to develop the green network across the Rural North area, particularly along the Forth Estuary and adjacent carseiland through the Inner Forth Landscape Initiative and Inner Forth Futurescape. The Skinflats/Bothkennar area offers potential for managed realignment and habitat creation, with new visitor facilities for bird viewing (GN03), while north of the M876/A876 there is potential to provide the missing link in the Round the Forth Foreshore Path from Airth to Dunmore (GN04). Further west there are opportunities for peatland restoration (GN05), landscape enhancement at Waterslap (GN06), and woodland management and access improvements at Dunmore Wood (GN07) and Torwood (GN22).

4.61 Figure 4.15 Rural North Housing Allocation

<table>
<thead>
<tr>
<th></th>
<th>2014 - 2024</th>
<th>2024 - 2034</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Supply Sites</td>
<td>196</td>
<td></td>
</tr>
<tr>
<td>New Proposals</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>236</td>
<td>Growth Potential</td>
</tr>
<tr>
<td>Growth Potential</td>
<td>Low</td>
<td></td>
</tr>
</tbody>
</table>
### Rural North

4.62 **Figure 4.16  Rural North Proposals/Opportunities**

<table>
<thead>
<tr>
<th>Housing</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Airth</td>
<td></td>
</tr>
<tr>
<td>H52 Castle View</td>
<td></td>
</tr>
<tr>
<td>H53 Graham Terrace</td>
<td></td>
</tr>
<tr>
<td>H54 Airth Castle South</td>
<td></td>
</tr>
<tr>
<td>H55 The Glebe</td>
<td></td>
</tr>
<tr>
<td>Torwood</td>
<td></td>
</tr>
<tr>
<td>H56 Former Torwood School</td>
<td></td>
</tr>
<tr>
<td>H57 McLaren Park</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage/Flood Management</td>
<td></td>
</tr>
<tr>
<td>INF15 Airth WWTW Upgrade</td>
<td></td>
</tr>
<tr>
<td>INF16 Torwood WWTW Upgrade</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Green Network</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Forth Estuary</strong></td>
<td></td>
</tr>
<tr>
<td>GN03 Bothkennar/Skinflats</td>
<td></td>
</tr>
<tr>
<td>GN04 Kincardine – South Alloa</td>
<td></td>
</tr>
<tr>
<td><strong>Carse</strong></td>
<td></td>
</tr>
<tr>
<td>GN05 Carse Peatland Restoration</td>
<td></td>
</tr>
<tr>
<td>GN06 Waterslap</td>
<td></td>
</tr>
<tr>
<td>GN07 Dunmore Wood</td>
<td></td>
</tr>
<tr>
<td><strong>North Larbert</strong></td>
<td></td>
</tr>
<tr>
<td>GN22 Torwood</td>
<td></td>
</tr>
<tr>
<td>GN25 Glenbervie to Denny</td>
<td></td>
</tr>
</tbody>
</table>
Rural South

4.63 The Rural South area comprises the countryside and 12 villages to the south of the Forth & Clyde Canal. It encompasses the Slamannan Plateau, the Avon Valley and the Bo’ness Coastal Hills.

4.64 There will continue to an emphasis on regeneration in the former mining communities of the Rural South, where economic decline and isolation are key issues. New housing will have an important role to play in this process, although a realistic view will have to be taken of potential growth opportunities given historically low market demand.

4.65 A new settlement at Whitecross (M14), based on the former Manuel Works, will continue to be promoted. This will comprise 1500 houses, a new access off the A801 and upgrade of Myrehead Road, new employment land and community facilities, including a new school. In Slamannan, the extent and phasing of growth has been adjusted, with a reduced village expansion opportunity identified at Hillend Farm (H70) for the long term (post 2024), and two smaller opportunities allocated which are capable of coming forward in the initial plan period. Housing opportunities are also identified at Allandale, Avonbridge, California, Limerigg, Shieldhill and Standburn. All these developments will present important opportunities for placemaking and improving the image of these communities. No growth is planned for Blackness, Greenhill, the Loan or Muirhouses.

4.66 It is likely that upgrades to existing waste water treatment facilities will be required to accommodate development at Whitecross and Avonbridge (INF17-18), and network issues addressed in Avonbridge. Generally, local primary schools have capacity to accommodate growth, except at Whitecross, where a new school is planned, and Limerigg where capacity will need to be augmented.

4.67 The upgrading of the A801, including a new crossing of the River Avon (INF07), is of strategic importance. Likewise, land safeguarded for the future extension of the Avondale landfill site (INF34) will support this facility’s strategic role.

A number of key green network corridors cross the area, linking a variety of different habitat types including the River Avon corridor, the canals, bogs and wetland, woodland and grassland, and the Forth Estuary east of Grangemouth. A range of enhancement opportunities are identified in relation to these corridors, including the strategic recreational routes of the Avon Heritage Trail (GN26) and the John Muir Trail (GN01), and habitat opportunities along the estuary and on the Slamannan Plateau (GN19 & GN21).

4.68 The area will continue to attract interest in wind energy development. In spite of a range of landscape, ecological and other constraints, there is likely to be scope for developments of appropriate size and scale, in accordance with the guidance contained in the Council’s Spatial Framework and Guidance for Wind Energy Development.

4.69 Opencast coal extraction in the Rural South has declined markedly in recent years and, although some resources still remain, activity is unlikely to increase significantly over the period of the plan.

4.70 Figure 4.17 Rural South Housing Allocation

<table>
<thead>
<tr>
<th></th>
<th>2014 - 2024</th>
<th></th>
<th>2024 - 2034</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Sites</td>
<td>1018</td>
<td>New Proposals</td>
<td>70</td>
<td>1088</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>Growth Potential</td>
<td>High</td>
<td></td>
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</tbody>
</table>
## Rural South

### 4.72 Figure 4.18 Rural South Housing Allocation

<table>
<thead>
<tr>
<th>Housing</th>
<th>Infrastructure</th>
<th>Green Network</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Whitecross SGA</strong></td>
<td>Strategic Road Network</td>
<td>Lower Braes</td>
</tr>
<tr>
<td><em>M14</em> Whitecross</td>
<td>INF07 A801 (Avon Gorge) Corridor Upgrade</td>
<td>GN16 Lower Braes Southern Fringe</td>
</tr>
<tr>
<td><strong>Slamannan SGA</strong></td>
<td>Education/Healthcare</td>
<td>Mid Braes</td>
</tr>
<tr>
<td><em>H70</em> Hillend Farm</td>
<td>INF27 Whitecross New Primary School</td>
<td>GN19 Mid Braes Habitat Connectivity</td>
</tr>
<tr>
<td><strong>Other Sites: Allandale</strong></td>
<td>INF17 Whitecross WWTW Upgrade</td>
<td>Upper Braes</td>
</tr>
<tr>
<td><em>M13</em> Stein’s Brickworks</td>
<td>INF18 Avonbridge WWTW Upgrade</td>
<td>GN20 Black Loch Access</td>
</tr>
<tr>
<td><strong>Other Sites: Avonbridge</strong></td>
<td>INF34 Avondale Extension</td>
<td>Avon</td>
</tr>
<tr>
<td><em>H58</em> Main Street</td>
<td></td>
<td>GN21 Upper Braes Peatland Restoration</td>
</tr>
<tr>
<td><em>H59</em> Slamannan Road 1, Avonbridge</td>
<td></td>
<td>GN26 River Avon Corridor</td>
</tr>
<tr>
<td><em>H60</em> Slamannan Road 2, Avonbridge</td>
<td></td>
<td>GN27 Muiravonside</td>
</tr>
<tr>
<td><em>H61</em> Bridgehill</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H62</em> Bridgend Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Sites: California</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H63</em> Cockmalane</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H64</em> Church Road 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H65</em> Church Road 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Sites: Limerigg</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H66</em> Slamannan Road 1, Limerigg</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H67</em> Slamannan Road 2, Limerigg</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Sites: Shieldhill</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H68</em> Reddingmuirhead Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H69</em> Hillcrest</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Sites: Slamannan</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H71</em> Avonbridge Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H72</em> The Rumlie</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Sites: Standburn</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>H73</em> Standburn West</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### Infrastructure

#### Strategic Road Network
- INF07 A801 (Avon Gorge) Corridor Upgrade

#### Education/Healthcare
- INF27 Whitecross New Primary School

#### Drainage/Flood Management
- INF17 Whitecross WWTW Upgrade
- INF18 Avonbridge WWTW Upgrade

#### Waste Management
- INF34 Avondale Extension

### Green Network
- **Lower Braes**
  - GN16 Lower Braes Southern Fringe
- **Mid Braes**
  - GN19 Mid Braes Habitat Connectivity
- **Upper Braes**
  - GN20 Black Loch Access
  - GN21 Upper Braes Peatland Restoration
- **Avon**
  - GN26 River Avon Corridor
- **GN27** Muiravonside

### Business

#### Local Sites
- *M13* Stein’s Brickworks, Allandale

#### Eastern Gateway SBL
- *M14* Whitecross

### Town Centres

#### Whitecross (Local Centre)
- *M14* Whitecross
Housing

Affordable Housing

5.1 Housing affordability emerged as an issue in the area following the significant house price rises in the early 2000s. The 2011 Housing Need and Demand Assessment has confirmed the broad pattern of affordability and need across the area, highlighting an overall annual need of 233 units and a spatial distribution of need focused on the Larbert/Stenhousemuir, Polmont, Rural South and Rural North areas.

5.2 There has been increasing activity in recent years by social housing providers, including housing associations and the Council itself. However, availability of funding remains a critical constraint, and there is an increasing emphasis from the Government on finding ways of delivering affordable housing at lower cost.

5.3 In order to contribute to meeting housing need, and ensure mixed communities, the Council will continue to seek the provision of a proportion of affordable housing from private housing sites in accordance with Policy HSG02.

5.4 Policy HSG02 Affordable Housing

New housing developments of 20 units and over will be required to provide a proportion of the units as affordable or special needs housing as set out in Figure 5.1. The approach to provision should comply with Supplementary Guidance SG12 ‘Affordable Housing’.

5.5 Figure 5.1 Affordable Housing Requirements in Settlement Areas

<table>
<thead>
<tr>
<th>Settlement Area</th>
<th>Proportion of total site units required to be affordable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larbert/Stenhousemuir</td>
<td>25%</td>
</tr>
<tr>
<td>Polmont Area</td>
<td></td>
</tr>
<tr>
<td>Rural North</td>
<td></td>
</tr>
<tr>
<td>Rural South</td>
<td></td>
</tr>
<tr>
<td>Bo'ness</td>
<td>15%</td>
</tr>
<tr>
<td>Bonnybridge &amp; Banknock</td>
<td></td>
</tr>
<tr>
<td>Denny</td>
<td></td>
</tr>
<tr>
<td>Falkirk</td>
<td></td>
</tr>
<tr>
<td>Grangemouth</td>
<td></td>
</tr>
</tbody>
</table>

Windfall Housing

5.6 Appropriate opportunities for housing development in addition to those sites specifically identified in the LDP may arise within urban and village limits over the period of the plan. Historically, such windfall sites have made a significant contribution to housing supply in the area, and although the incidence of vacant and brownfield sites has generally been reducing in the area, they will continue to provide additional flexibility over and above the allocations set out in the spatial strategy. The criteria for assessing proposals for windfall housing development are set out in Policy HSG03.

5.7 Policy HSG03 Windfall Housing

Housing development within the Urban and Village Limits, in addition to proposals identified within the LDP, will be supported where:

1. The site is brownfield, or is open space whose loss can be justified in terms of Policy INF03;
2. The proposed housing use is compatible with neighbouring uses and a satisfactory level of residential amenity can be achieved;
3. The site enjoys good accessibility by public transport, walking and cycling to shopping, recreational and other community facilities;
4. Existing physical infrastructure, such as roads and drainage, sewage capacity, and community facilities, such as education and healthcare, have the capacity to accommodate the increase in use associated with the proposed development, or can be upgraded through appropriate developer contributions as required by Policy INF02;
5. The site is not at significant risk of flooding in the terms of Policy RW06;
6. In the case of small gap sites and sub-divided plots, Policy HSG05 is satisfied; and
7. It complies with other LDP policies.
Housing Design and Residential Amenity

5.8 The scale of residential growth planned for the area over the period of the plan will have a significant impact on how communities look and feel. It is important that new housing is well designed so that this impact is a positive one. Smaller scale change in residential neighbourhoods, whether through small infill developments, proposals for non-residential uses or simple extensions or alterations to properties, must also be managed so as to maintain residential amenity.

5.9 Policy HSG04 Housing Design
The layout, design and density of the new housing development should conform with any relevant site-specific design guidance, Supplementary Guidance SG02 ‘Neighbourhood Design’ and the Scottish Government’s policy on ‘Designing Streets’. Indicative site capacities in the site schedules may be exceeded where a detailed layout demonstrates that a high quality design solution, which delivers the requisite level of residential amenity, has been achieved.

5.10 Policy HSG05 Infill Development and Subdivision of Plots
Proposals for the erection of additional houses within the curtilage of existing properties or on small gap sites will be permitted where:
1. The scale, density, disposition and design of the proposed houses respect the townscape character of the area;
2. Adequate garden ground can be provided to serve the proposed houses without an unacceptable impact upon the size or functioning of existing gardens;
3. Adequate privacy will be afforded to both the proposed houses and neighbouring properties;
4. The proposal would not result in the loss of features such as trees, vegetation or walls, such that the character or amenity of the area would be adversely affected;
5. The proposed vehicular access, parking and other infrastructure is of an adequate standard for both proposed and existing houses; and
6. The proposal complies with other LDP policies.

5.11 Policy HSG06 Non-Residential Uses in Residential Areas
Within established residential areas, the introduction of uses which would be incompatible with the residential character and amenity of the area will generally not be permitted. Proposals for appropriate community services (e.g. surgeries, day nurseries and neighbourhood shops), homeworking or other compatible business uses (e.g. guest houses) will be supported where it can be demonstrated that the quality of the residential environment would be safeguarded, the type and location of the property is suitable, and satisfactory access and parking can be provided.

5.12 Policy HSG07 Residential Extensions and Alterations
Extensions and alterations to residential properties will be permitted where:
1. The scale, design and materials are sympathetic to the existing building;
2. The location and scale of the extension or alterations will not significantly affect the degree of amenity, daylight or privacy enjoyed by neighbouring properties; and
3. It will not result in overdevelopment of the plot, thereby giving rise to adverse impacts on the functioning of garden ground, unacceptable loss of off-street parking, or road safety issues.

Proposals should comply with the detailed guidance on these criteria set out in the Supplementary Guidance SG03 ‘Residential Extensions and Alterations’.
Gypsy/Travellers

5.13 The SPP draws attention to the needs of gypsy/travellers. The Council operates a well-established site for travelling people at Redding but there is a requirement to set out guidance for dealing with applications for small privately owned sites. This is provided by Policy HSG08.

5.14 Policy HSG08 Gypsy/Travellers’ Sites

Proposals for small privately-owned sites to accommodate gypsy/travellers will be permitted where:

1. The site satisfies policies in the LDP relating to the protection of the built and natural heritage (Policies GN02-05 and D07-14) and the protection of public open space (Policy INF03);
2. The site can be appropriately landscaped, such that there will be no adverse effect on the character, appearance and amenity of the area;
3. The site affords an appropriate level of residential amenity and access to community facilities; and
4. Access, parking and other servicing can be provided to a satisfactory standard, and the site is not at significant risk from flooding, in the terms of Policy RW06.

Residential Care Homes

5.15 An ageing population requires increasing provision to be made for suitable residential accommodation for the elderly. Whilst the emphasis is on building or adapting mainstream housing to allow the elderly to stay in their own homes longer, there is continuing demand for new residential care homes, as these are defined in class 8(a) and (b) of the Town and Country Planning (Use Classes) (Scotland) Order 1997. These will generally be supported within appropriate sites allocated for residential development in the LDP, or other sites which meet the criteria in Policy HSG09.

5.16 Policy HSG09 Residential Care Homes

Proposals for residential care homes will generally be permitted where:

1. The location provides an appropriate residential environment;
2. There is good access to public transport;
3. The development is of a scale and character appropriate to the site;
4. Sufficient amenity space can be provided for the enjoyment of residents; and
5. The proposal complies with other LDP policies.

Infrastructure

Community Infrastructure

5.17 As part of the overall strategy of sustainable growth it is essential that housing growth is matched by commensurate enhancements to community infrastructure. New residential development places additional burdens on infrastructure. In the context of limited resources in both the public and private sectors a range of funding options will be exploited to facilitate delivery. While new financial mechanisms such as the Community Infrastructure Levy or Tax Increment Financing may be appropriate for certain large scale infrastructure improvements, the delivery of community infrastructure will still largely rely on developer contributions.

5.18 Figure 5.2 indicates the broad circumstances where developer contributions may be required, covering environmental infrastructure, physical infrastructure and a wide range of community facilities, including education and health care.

5.19 Government Circular 3/2012 provides additional guidance on the scope and extent of planning obligations, which are one of the main mechanisms for securing developer contributions. Policy INF02 shows how the nature, scale and phasing of contributions will be assessed.
5.20 Figure 5.2 Examples of Developer Contribution Requirements

<table>
<thead>
<tr>
<th>Type of Provision</th>
<th>Circumstances Where Provision May Be Required</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Woodland Planting &amp; Management</td>
<td>Sites relating to Green Network locations, where opportunities exist to enhance/reinforce the network, to integrate a site into its landscape setting, or otherwise to mitigate its visual impact.</td>
</tr>
<tr>
<td>Habitat Creation &amp; Management</td>
<td>Sites relating to existing wildlife sites or corridors, especially loss of habitat requiring mitigation/compensation or enhancement.</td>
</tr>
<tr>
<td>Sustainable Water Management</td>
<td>Sites where opportunities exist to provide sustainable flood management or water management enhancement measures as identified through either flood risk assessments or the River Basin Management Plan and Forth Area Management Plan.</td>
</tr>
<tr>
<td>Outdoor Access Provision</td>
<td>Sites relating to Green Network locations and where opportunities exist to enhance the local access network.</td>
</tr>
<tr>
<td>Archaeological Investigation/Interpretation</td>
<td>Sites containing archaeological remains.</td>
</tr>
<tr>
<td>Historic Building Repair/Conservation</td>
<td>Sites containing buildings of historic or townscape importance.</td>
</tr>
<tr>
<td><strong>Physical Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Road Improvements</td>
<td>Sites where improvements will be necessary as demonstrated by Transport Assessment in order to ensure mitigation of impact, including cumulative impact, of the proposed development.</td>
</tr>
<tr>
<td>Public Transport Facilities &amp; Services</td>
<td>Larger sites where access by public transport needs to be secured to meet sustainability objectives.</td>
</tr>
<tr>
<td>Pedestrian/Cycling Facilities</td>
<td>Sites where pedestrian/cycle links into the wider network and to key community/public transport nodes need to be established.</td>
</tr>
<tr>
<td>Sewerage Improvements</td>
<td>Sites where additional sewerage infrastructure must be provided in order to serve the development.</td>
</tr>
<tr>
<td><strong>Community Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Open Space Provision/Maintenance</td>
<td>All housing sites must provide for, or contribute to, open space on- or off-site, as well as maintenance.</td>
</tr>
<tr>
<td>Play Area Provision/Maintenance</td>
<td>All housing sites must provide for, or contribute to, play facilities on- or off-site, as well as maintenance.</td>
</tr>
<tr>
<td>School Capacity</td>
<td>Sites where school capacity/facilities are inadequate to cope with the proposed development.</td>
</tr>
<tr>
<td>Community/Sports Halls</td>
<td>Sites in areas where there is a recognised deficiency in the quantity or quality of provision.</td>
</tr>
<tr>
<td>Health Care Facilities</td>
<td>Sites in areas where there is a recognised deficiency in the quantity or quality of provision.</td>
</tr>
</tbody>
</table>

5.21 Policy INF02 Developer Contributions to Community Infrastructure

Developers will be required to contribute towards the provision, upgrading and maintenance of community infrastructure where development will create or exacerbate deficiencies in, or impose significantly increased burdens on, existing infrastructure. The nature and scale of developer contributions will be determined by the following factors:

1. Specific requirements identified against proposals in the LDP or in development briefs;
2. In respect of open space, recreational, education and healthcare provision, the general requirements set out in Policies INF04, INF05 and INF06;
3. In respect of physical infrastructure any requirements to ensure that the development meets sustainability criteria;
4. In respect of other community facilities, any relevant standards operated by the Council or other public agency; and
5. Where a planning obligation is the intended mechanism for securing contributions, the principles contained in Circular 3/2012.

In applying the policy, consideration of the overall viability of the development will be taken into account in setting the timing and phasing of payments.
Open Space

5.22 Open space is vital to the quality of the urban environment, providing areas for active and passive recreation and contributing to the landscape structure of settlements. Where linked into networks they provide routes for safe walking and cycling and corridors for wildlife.

5.23 In accordance with the SPP, the Council has undertaken an open space audit, and has formulated an open space strategy to allow a more strategic approach to planning for open space in the area. This sets out appropriate standards, assesses provision in terms of quantity, quality and accessibility, and identifies priorities for improving the open space resource.

5.24 Whilst the overall quantity of open space and range of recreation facilities within the Council area is generally good, there are problems of quality, management and accessibility, as well as localised deficiencies in the quantity and distribution of facilities.

5.25 Policy INF03 provides detailed criteria for assessing proposals involving the loss of open space. The principal open spaces and playing fields within communities are shown on the Proposals Map. However, the policy will apply to other smaller, incidental areas of open space as well.

Policy INF03 Protection of Open Space

The Council will protect all urban open space, including parks, playing fields and other areas of urban greenspace, which is considered to have landscape, amenity, recreational or ecological value. Accordingly:

1. Development involving the loss of urban open space will only be permitted where:
   - There is no adverse effect on the character or appearance of the area, particularly through the loss of amenity space planned as an integral part of a development;
   - There will be no significant adverse effect on the overall recreational amenity of the local area, taking account of the Council’s open space standards (defined within the Open Space Strategy) and its release for development will be compensated for by qualitative improvements to other parts of the green network in the local area;
   - The area is not of significant ecological value (this can include areas that are not specifically designated for ecological features, but which are important in supporting the qualifying features of Natura 2000 sites); and
   - Connectivity within, and functionality of, the wider green network is not threatened and public access routes in or adjacent to the open space will be safeguarded.

2. Where development would also involve the loss of playing fields or sports pitches, it must additionally be demonstrated that:
   - The proposed development is ancillary to the principal use of the site as a playing field; or
   - The proposed development involves a minor part of the playing field which would not affect its use and potential for sport and training; or
   - The playing field which would be lost would be replaced by a new playing field of comparable or greater benefit for sport and in a location which is convenient for its users, or by the upgrading of an existing playing field to provide a better quality facility either within the same site or at another location which is convenient for its users and which maintains or improves the overall playing capacity in the area; or
   - The Council’s pitch strategy has shown that there is a clear excess of sports pitches to meet current and anticipated future demand in the area, and that the site could be developed without detriment to the overall quality of provision.
5.27 New developments must contribute meaningfully to the provision of open space and play facilities in the local area, taking account of the various quantitative, qualitative and accessibility standards set out in the Council’s Open Space Strategy. Traditionally, the requirement has been met through on-site provision, and this will continue to be the case with most larger developments. However, in certain circumstances, financial contributions to off-site provision or upgrading may be a more appropriate alternative.

5.28 **Policy INF04 Open Space and New Residential Development**

Proposals for residential development of greater than 3 units will be required to contribute to open space and play provision. Provision should be informed by the Council’s open space audit, and accord with the Open Space Strategy and the Supplementary Guidance SG13 on ‘Open Space and New Development’, based on the following principles:

1. New open space should be well designed; appropriately located; functionally sized and suitably diverse to meet different recreational needs in accordance with criteria set out in Supplementary Guidance SG13 ‘Open Space and New Development’.
2. Where appropriate, financial contributions to off-site provision, upgrading, and maintenance may be sought as a full or partial alternative to direct on-site provision. The circumstances under which financial contributions will be sought and the mechanism for determining the required financial contribution is set out in Supplementary Guidance SG13 ‘Open Space and New Development’.
3. Arrangements must be made for the appropriate management and maintenance of new open space.

5.29 Notwithstanding improvements to the school estate over recent years, housing growth in certain locations will require further new or extended schools. In allocating sites for development the Council has taken account of the capacities of schools in the same catchment. Where school capacity is an issue improvements will be facilitated through development phasing and appropriate developer contributions, as highlighted against relevant sites in the Site Schedule.

5.30 Windfall sites may also raise issues concerning school capacity. Such proposals will be assessed against Policy INF05 and the accompanying Supplementary Guidance SG10 ‘Education and New Housing Development’, as set out below. Where capacity problems exist, contributions will be sought unless increases in capacity are not possible or will prejudice the Council’s education policies. In cases where no further capacity enhancements are possible and there are no other management solutions the proposed development will not be supported.

5.31 In recent years demand for nursery places has increased significantly and in certain localities nursery capacity is under pressure and enhancements will be required. Shortfalls in nursery capacity will also be addressed through appropriate developer contributions also set out in Supplementary Guidance SG10 ‘Education and New Housing Development’.

5.32 **Policy INF05 Education and New Housing Development**

Where there is insufficient capacity within the catchment school(s) to accommodate children from new housing development, developer contributions will be sought in cases where improvements to the school are capable of being carried out and do not prejudice the Council’s education policies. The contribution will be a proportionate one, the basis of which is set out in Supplementary Guidance SG10 ‘Education and New Housing Development’. Where proposed development impacts adversely on Council nursery provision, the resourcing of improvements is also addressed through the Supplementary Guidance.

In circumstances where a school cannot be improved physically and in a manner consistent with the Council’s education policies, the development will not be permitted.
Primary Healthcare

5.33 Analogous to the pressures put on school capacity by community growth, in some localities, such as the Bonnybridge, Denny and Polmont areas, local doctors’ surgeries and other primary care facilities have been experiencing higher demand. Where deficiencies in capacity are identified by NHS Forth Valley and will be exacerbated by new housing provision, appropriate developer contributions will be sought from new development within the catchments of the relevant primary care facilities.

5.34 Policy INF06 Healthcare and New Housing Development

In locations where there is a deficiency in the provision of healthcare facilities identified by NHS Forth Valley, developer contributions will be sought to improve the quantity and quality of such provision commensurate with the impact of the new development. The approach to the improvement of primary healthcare provision will be set out in Supplementary Guidance SG11 'Healthcare and New Housing Development'.

Sustainable Transport

5.35 The strategy of promoting sustainable growth while creating better quality places means that in addressing capacity issues in transport infrastructure the Council will strive to achieve a balance between three broad approaches:

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

5.36 The measures to be taken to address existing constraints on strategic transport infrastructure have already been set out in the spatial strategy. Many of these have been carried forward from the Falkirk Council Local Plan and have been the subject of detailed assessment.

5.37 Government guidance has established a hierarchy of transport modes whereby walking, cycling and public transport should be prioritised. Encouraging sustainable travel is largely dependent on making it easier for travellers to make this choice. Planning can ensure that sustainable infrastructure, such as footways, cycle lanes or bus priority measures, is built into new development to encourage use of sustainable modes of travel.

Walking and Cycling

5.38 The LDP will promote the development and use of pedestrian and cycle networks through identifying specific routes and setting requirements for pedestrian and cycle provision within new development.

5.39 The Council’s Core Paths Plan has identified an integrated system of top-tier routes, both urban and rural, recreational and functional, extending to some 250 miles. Opportunities to extend this strategic network for active travel are included in a number of the green network opportunities highlighted in the Site Schedule. In addition to the Core Paths there are locally important networks for cycling and walking. It is important that new development not only builds in a high quality of pedestrian and cycle infrastructure but also integrates with existing pedestrian and cycle networks, as set out in Policy INF07.

5.40 Policy INF07 Walking and Cycling

1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.

2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:

   - Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;
   - Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;
   - The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use. Particular emphasis should be given to the provision of suitable lighting, and the provision of suitably designed and located crossing facilities where routes meet the public road network;
   - Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.
Bus Travel

5.41 Buses represent a vital element in the sustainable transport network and provide the vast bulk of journeys by public transport between residential areas, business centres, town centres and rail stations. Buses are flexible and adaptable and require relatively little specialist infrastructure, particularly when compared to the requirements of rail.

5.42 Much of the existing bus network is operated commercially. Other services are provided under subsidy from the Council or developers. The latter are most often provided for social needs or in locations or at times where commercially operated bus services are not feasible.

5.43 Facilitating access to bus services within new development will be increasingly important, and requirements are set out in Policy INF08. This will include physical infrastructure such as bus stops, bays and shelters, but for larger developments may also include contributions to support services where needed to meet the targets identified in travel plans.

5.44 Policy INF08 Bus Travel and New Development

1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. This provision will be delivered through direct funding of infrastructure and/or the provision of sums to support the delivery of bus services serving the development.

2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.

3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.

Freight

5.45 The Falkirk Council area’s advantages as a focus for the central Scotland transport network and the development of distribution industries has been recognised in the identification of the Grangemouth Investment Zone as a National Development within the National Planning Framework. The Council will continue to support the development of strategic infrastructure associated with the Investment Zone and will direct freight intensive development to locations primarily around the Grangemouth Investment Zone, utilising its road, rail and sea connections, where adverse impacts on communities and the existing transport network can be minimised.

5.46 Policy INF09 Freight Transport

1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.

2. Development which will encourage the transfer of freight from road to rail, including the development of freight handling facilities, will be supported subject to other LDP policies.

3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.
Transport Impacts of New Development

5.47 New developments impact on the local and strategic road network through the introduction of new journeys. Air quality can also be adversely affected, and increased emissions contribute to climate change. As part of the development management process, the Council will require the submission of transport assessments, including travel plans, safety audits and other appropriate studies to identify likely impacts on the transport network and the mitigation measures required.

5.48 Travel plans will be integral to the transport assessment process. Appropriately scoped travel plans, focussing on the use of public transport, cycling and walking, will be central to the completion of transport assessments, and used in support of the mitigation measures proposed to address the issues identified in the assessment. Council guidance on the preparation of travel plans is available.

5.49 **Policy INF10 Transport Assessments**

1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.

2. Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on air quality as a result of proposed development. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.

3. The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been appropriately scoped, the network impacts properly defined and suitable mitigation measures identified.

Parking

5.50 Parking is a critical element in the consideration of the use of the car for journeys and as such can be used as an effective management tool in the control of car use.

5.51 Falkirk Town Centre remains the primary location of pressure on parking capacity at peak times. Given the constrictions of space in the town centre and along its feeder radial routes the Council will continue to operate a presumption against new public parking in the town centre, and will resist changes in provision as long as the vitality and viability of the centre is maintained. Park and ride facilities will be promoted where these can act to offset travel demand and suitable sites can be identified.

5.52 Outside Falkirk Town Centre there are more localised parking issues at some District and Local Centres and around some railway stations. The Council will continue to tackle these through a mixture of management and new provision, where appropriate.

5.53 More generally parking in new development should conform to the maximum parking standards in the SPP. Falkirk Council will apply these new standards as appropriate in the transport assessment process. The Council’s minimum standards, set out in the National Roads Development Guide will also be relevant.
5.54 Policy INF11 Parking
The Council will manage parking provision as an integral part of wider transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.

1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.

2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.

3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.

4. New parking will be provided to support the strategic role of railway stations, with priority given to new provision at Falkirk High. Where possible, the provision of new off street parking facilities will be associated with traffic management and other measures to reduce uncontrolled on-street parking.

5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council’s minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.

5.55 Water and Drainage Infrastructure
Scottish Water is responsible for the provision of water supplies, waste water treatment works and the sewerage network. In the Falkirk Council area, water supply can be managed to provide for growth. However the adequacy of capacity at waste water treatment works is more varied, with several of the rural works currently unable to accommodate all planned growth. While two are programmed for growth before 2015, the reminder will continue to be a potential brake on development in their catchments. In addition, there are capacity issues with the sewer network in some localities which have experienced sustained housing growth in recent years.

5.56 Falkirk Council continues to engage with Scottish Water is addressing these pinch points but it remains the case that proposals for development in the constrained localities will have to be considered cautiously by the Council. The Council’s approach is set out in Policy INF12 below.

5.57 The use of sustainable urban drainage systems (SUDS) is now a requirement for the majority of development types, the only exceptions to this are single house developments and where the discharge is to coastal waters.

5.58 Policy INF12 Water and Drainage Infrastructure
1. New development will only be permitted if necessary sewerage infrastructure is adopted by Scottish Water or alternative maintenance arrangements are acceptable to SEPA.

2. Surface water management for new development should comply with current best practice on sustainable urban drainage systems, including opportunities for promoting biodiversity through habitat creation.

3. A drainage strategy, as set out in PAN61, should be submitted with planning applications and must include flood attenuation measures, details for the long term maintenance of any necessary features and a risk assessment.
**Telecommunications**

5.59 The SPP sets out the Government’s policy of facilitating the growth of telecommunications infrastructure, whilst ensuring that the environmental impact of apparatus is minimised through greater attention to siting and design. PAN 62 provides advice on the nature of the industry and good practice in the siting and design of facilities.

5.60 The Council wishes to reduce the proliferation of new masts and encourage their co-location. Policy INF13 requires operators to demonstrate that options have been explored to select the optimum site in environmental terms, whilst still meeting operational and technical requirements, and that the full range of techniques have been utilised to minimise visual impact.

5.61 **Policy INF13 Telecommunications Development**

1. When proposing installation and siting of any new telecommunications equipment, operators will require to provide evidence that consideration has been given to siting and design options and that the site selected will make less impact on the community and the environment than any other available sites that are technically suitable for transmissions, including existing sites already in operation or holding permissions;

2. Operators will be required to minimise the visual impact of proposed installations. This can be achieved through the installation of small scale equipment, concealing or disguising equipment, mast sharing, site sharing or installing on existing buildings or other structures where appropriate;

3. The siting of equipment in: ecological or archaeological sites; in areas that are not specifically designated for ecological features, but which are important in supporting the qualifying features of Natura 2000 sites; in conservation areas; or on listed buildings will not be permitted unless it can be demonstrated that all other options have been exhausted and the terms of Policy GN03(1) in relation to Natura 2000 sites have been met.
Countryside
Development in the Countryside

5.62 The countryside is defined as those areas outwith the Urban and Villages Limits, as set out in Policy CG01 of the Spatial Strategy. The criteria for assessing housing and business proposals in the countryside are set out in Policies CG03 and CG04. Detailed guidance on the interpretation and application of these policies is contained within Supplementary Guidance SG01 Development in the Countryside. It should be noted that proposals that lie in the Green Belt will additionally have to meet the terms of Policy CG02 contained within the Spatial Strategy.

5.63 Policy CG03 Housing in the Countryside
Proposals for housing development in the countryside of a scale, layout and design suitable for its intended location will be supported in the following circumstances:
1. Housing required for the pursuance of agriculture, horticulture, or forestry, or the management of a business for which a countryside location is essential;
2. Restoration or replacement of houses which are still substantially intact, provided the restored/replacement house is of a comparable size to the original;
3. Conversion or restoration of non-domestic farm buildings to residential use, including the sensitive redevelopement of redundant farm steadings;
4. Appropriate infill development;
5. Limited enabling development to secure the restoration of historic buildings or structures; or
6. Small, privately owned gypsy/traveller sites which comply with Policy HSG08.

Detailed guidance on the application of these criteria will be contained in Supplementary Guidance SG01 ‘Development in the Countryside’. Proposals will be subject to a rigorous assessment of their impact on the rural environment, having particular regard to policies protecting natural heritage and the historic environment.

5.64 Policy CG04 Business Development in the Countryside
Proposals for business development in the countryside of a scale, layout and design suitable for its intended location will be supported in the following circumstances:
1. Areas specifically identified for business development on the Proposals Map;
2. Business development, including appropriate leisure and tourism uses, where a need for a countryside location is demonstrated, or the development constitutes an appropriate form of farm diversification;
3. Proposals involving the re-use of industrial, commercial or institutional land or premises, or the conversion of farm buildings for business use; or
4. Limited extensions to existing established business in the countryside;

Detailed guidance on the application of these criteria will be contained in Supplementary Guidance SG01 ‘Development in the Countryside’. Proposals will be subject to a rigorous assessment of their impact on the rural environment, having particular regard to policies protecting natural heritage and the historic environment.
Business

Core Business Areas

5.65 The spatial strategy is focussed on the promotion of a number of new employment sites mainly within the five Strategic Business Locations. However, existing business areas remain vital to the local economy, supporting large numbers of existing jobs, and offering potential for economic growth through the use or redevelopment of land and property. Industrial estates and business parks have seen considerable diversification of uses and have experienced pressure for redevelopment for other uses. The LDP identifies a number of core business areas which, by virtue of their location, attractiveness and economic importance, should be retained in business/industrial use. Although Class 4, 5 and 6 activities are expected to predominate in these areas, flexibility is given for other employment uses which would be appropriate within an industrial estate or business park environment.

Policy BUS02 Core Business Areas

The core business areas identified on the Proposals Map will be retained primarily in business and industrial use. Class 4, 5 and 6 uses will be supported in principle within these areas, apart from Callendar Business Park, and Gateway Business Park, Grangemouth, where only Class 4 uses will be appropriate. Other employment uses will be permitted where they are compatible with the business/industrial character of the area and comply with other LDP policies.

Business Areas with Potential for Redevelopment

5.67 It will not necessarily be desirable to retain all industrial areas in employment use. The location and character of some areas may be such that regeneration would be better served by allowing comprehensive redevelopment for other purposes. The Proposals Map identifies those areas where change will be considered.

5.68 Policy BUS03 Business Areas with Potential for Redevelopment

Within the business areas with potential for redevelopment, as identified on the Proposals Map, and any other non-core business land/precincts within the Urban Limit, redevelopment for alternative uses will be permitted provided such uses are compatible with the character of the surrounding area, and comply with other LDP policies. Pending any such redevelopment, proposals for business/industrial development within these areas will continue to be supported.

Business Uses outwith Designated Business Areas

5.69 Proposals for business and industrial development will be directed to designated business areas, i.e. identified business and industry proposals, core business areas, and the business areas with potential for redevelopment. Outwith these areas, the introduction of new business uses may be appropriate but will have to be assessed carefully in terms of their potential environmental, amenity and access impacts.

5.70 Policy BUS04 Business Development outwith Designated Business Areas

Proposals for business development within the Urban/Village Limits, but outwith designated business areas, will be permitted where the nature and scale of the activity will be compatible with the surrounding area, there will be no adverse impact on neighbouring uses or residential amenity, and the proposal is satisfactory in terms of access, parking and traffic generation.
Major Hazards

5.71 Falkirk Council area has a number of industrial sites which are classified as major hazard sites and a number of major hazard pipelines. The majority of sites are associated with the chemical and petrochemical industries in Grangemouth and some of the pipelines are also for gas transmission. The sites and pipelines are involved in the manufacture, processing, storage or transmission of dangerous chemicals and substances in quantities or at pressures that could pose a risk to workers, local people and the environment in the event of a major accident.

5.72 In recognition of the potential risk the Health and Safety Executive (HSE) issues a consultation distance (CD) for each site or pipeline which is made up of 3 zones. The HSE uses an established methodology to define CDs taking into account hazardous events, consequences, risk and weather conditions. The closer to the site or pipeline the greater the potential risk and all planning applications within consultation distances are assessed by the HSE through the Planning Advice for Developments near Hazardous Installations software tool (PADHI+) which is operated by the Planning Authority to generate the HSE advice. As a general rule the HSE tries to balance the principle of stabilising and not increasing the population at risk with the need for development.

5.73 Where a planning application falls within a consultation distance, the Council will consider the Health and Safety Executive’s advice and may also take into account advice from the installation owner or operator, as well as site specific information in relation to the hazard, existing uses and regeneration benefits.

5.74 Policy BUS05 Major Hazards and Pipelines

1. Proposals within Major Hazard and Pipeline Consultation Zones as defined by the HSE and shown on the Proposals Map will be assessed in relation to the following factors:
   - The increase in the number of people exposed to risk in the area;
   - The existing permitted use of the site or buildings;
   - The extent to which the proposal may achieve regeneration benefits, which cannot be secured by any other means; and
   - The potential impact on existing chemical and petrochemical sites and pipelines.

2. The Council will give careful consideration to applications for hazardous substances consent (HSC) that would extend major hazard distances within the urban area, to balance the desirability of growth and development at nationally important clusters of industries handling hazardous substances with the possibility of prejudice to the development of sites allocated in the LDP. Applications for HSC should demonstrate that off site constraints have been minimised as far as possible through the optimum location and method of storage, and by ensuring that the quantity/type of materials applied for is specifically related to operational needs.

3. The revocation of HSC consents where the use on the site has ceased will be pursued.

4. The preferred location for new pipelines will be in existing Pipeline Consultation Zones.
Town Centres and Retailing
Development and Changes of Use in Centres

5.75 The spatial strategy makes the network of centres the focus for retail, leisure, cultural and major community uses in the area. Whilst retailing remains a key element, increasing emphasis is placed on promoting a diversity of different uses to maintain vitality and viability, and encourage a vibrant evening economy. A flexible approach will therefore be applied to proposals for new development and changes of use in town centres. Within the core area of Falkirk Town Centre, proposals for non-retail uses in ground floor premises will generally be acceptable provided they can demonstrate that they will support the Town Centre’s shopping or tourism function through providing facilities with broad appeal that will be used by shoppers and visitors. Elsewhere, the aim on established shopping streets will be to maintain active frontages, with a variety of uses, having window displays which express the goods or services on offer.

5.76 Policy TC02 Development and Changes of Use in Centres

Within the defined boundaries of centres, a mix of retail, business, leisure, community and residential uses will be promoted consistent with maintaining the vitality and viability of these centres and their role in the network of centres. Proposals for development or changes of use for these uses will be supported subject to the following:

1. Within the core area of Falkirk Town Centre, ground floor premises should be retained in retail use, or non-retail use which actively supports the shopping or tourism function of the Town Centre;
2. Within established shopping streets elsewhere in Falkirk Town Centre and in the District and Local Centres, ground floor premises should, where possible, retain an active frontage;
3. The re-use of upper storeys in shopping streets for residential use will be supported; and
4. Within Central Retail Park and the retail element of the Falkirk Gateway, development proposals and changes of use should comply with any relevant Section 75 Obligations covering these shopping areas.

Outwith centres, proposals involving the loss of neighbourhood and rural shops (Class 1) and services (Class 2) which serve an important community function will only be permitted where the Council is satisfied the premises are no longer viable for such uses.

Retail and Commercial Leisure Development

5.77 To support the spatial strategy, significant retail and commercial development should be located within centres. For retailing, the threshold for ‘significant’ development will be 1,000 sq.m., below which shops will be regarded as serving neighbourhood needs and will be supported in appropriate locations generally within the urban area. Significant development outwith centres will be subject to a variety of policy tests to assess its acceptability. Retail impact assessments will be required for developments in excess of 2,500 sq.m gross floorspace, but may also be necessary in certain circumstances for smaller proposals.

5.78 Policy TC03 Retail and Commercial Leisure Development

1. Retail development proposals in excess of 1,000 sq.m. gross floorspace, and significant commercial leisure development, should be located within the network of centres, and should be of a scale and type consistent with the role of the centre in the network and commensurate with the local catchment. Proposals for significant retail and commercial leisure development at out-of-centre locations will be assessed in relation to the following:
   - The impact on the vitality and viability of other identified centres, or proposals for their improvement;
   - The need for the development;
   - The proposal’s ability to meet the sequential approach; and
   - The accessibility of the proposal by a choice of means of transport, and the impact on the number and length of car trips.
2. Retail development proposals of 1,000 sq.m. gross floorspace or less, serving neighbourhood needs, will be permitted more generally within the urban area, subject to other LDP policies.
3. Motor vehicle showrooms will be permitted within the economic development sites identified in the Site Schedule, or other business and industrial areas, provided access, servicing and any associated industrial processes can be accommodated without detriment to residential amenity, the functioning of the road network, or the operation of adjacent businesses.
4. Retail and commercial leisure development must demonstrate a high level of design quality, compatibility with adjacent land uses and an ability to integrate with any centre of which it is to form part.
Supporting Policies

Food and Drink

5.79 Pubs, restaurants, hot food takeaways and cafes form an important component of the local economy, and contribute to tourism and the vitality and viability of centres. However, they can pose amenity issues where located adjacent to residential properties.

5.80 Policy TC04 Food and Drink

1. Proposals for Class 3 uses, hot food takeaways and public houses will be encouraged to locate within centres, in association with other neighbourhood shops or services, or in locations where they are capable of fulfilling a tourism function.

2. Proposals must demonstrate that there will be no adverse impact on the amenity of adjacent residential properties, or the surrounding area generally, by virtue of noise, disturbance, litter or odours, and that parking and access requirement are satisfied.

3. Temporary consent for mobile snack bar vans may be granted where a specific need is demonstrated, and there is no adverse impact on local amenity or the visual quality of the locality.

The Green Network

Landscape

5.81 The Falkirk area has a varied landscape, whose quality is important to the setting of settlements, and the area's image and identity. Special Landscape Areas (SLAs) identify the most important local landscapes (Denny Hills, Slamannan Plateau/Avon Valley and South Bo'ness). However, in line with the European Landscape Convention, there is a need to recognise the value of all landscapes within the area, and to take account of this in assessing development proposals. An updated landscape character assessment of the area has been prepared providing the basis for Supplementary Guidance SG09 ‘Landscape Character Assessment and Landscape Designations’.

5.82 Policy GN02 Landscape

1. The Council will seek to protect and enhance landscape character and quality throughout the Council area in accordance with Supplementary Guidance SG09 ‘Landscape Character Assessment and Landscape Designations’.

2. Priority will be given to safeguarding the distinctive landscape quality of the Special Landscape Areas identified on the Proposals Map.

3. Development proposals which are likely to have a significant landscape impact must be accompanied by a landscape and visual assessment demonstrating that, with appropriate mitigation, a satisfactory landscape fit will be achieved.
Biodiversity

5.83 The promotion of biodiversity – the variety of life that exists on earth – is a key function of the green network. Public bodies have a duty under the Nature Conservation (Scotland) Act 2004 to further the conservation of biodiversity. An important part of this is the safeguarding of identified sites, habitats and species which are protected under national legislation, and international obligations such as the Habitats and Bird Directives. In addition, the Falkirk area has a system of non-statutory local nature conservation sites (Wildlife Sites and Sites of Importance for Nature Conservation) and a Local Biodiversity Action Plan which identifies a number of priority species and habitats. Designated sites are shown on the Proposals Map.

5.84 Policy GN03 provides general support for biodiversity as a consideration within the planning process, and sets out the level of protection which will be afforded to the hierarchy of sites, species and habitats. Supplementary Guidance SG05 ‘Biodiversity and Development’ provides guidance on how biodiversity should be safeguarded and promoted through development. Supplementary Guidance SG08 ‘Local Nature Conservation and Geodiversity Sites’ provides further information on the definition and conservation value of non-statutory local sites and will be the means by which the list of such sites will be reviewed. Geodiversity is also given consideration within the policy, and Supplementary Guidance SG08 will identify a provisional list of locally important geological and geomorphological sites.

5.85 Policy GN03 Biodiversity and Geodiversity

The Council will protect and enhance habitats and species of importance, and will promote biodiversity and geodiversity through the planning process. Accordingly:

1. Development likely to have a significant effect on Natura 2000 sites (including Special Protection Areas, Special Areas of Conservation, and Ramsar Sites) will be subject to an appropriate assessment. Qualifying interests of a Natura 2000 site may not be confined to the boundary of a designated site. Where an assessment is unable to conclude that a development will not adversely affect the integrity of the site, development will only be permitted where there are no alternative solutions, and there are imperative reasons of overriding public interest.

These can be of a social or economic nature except where the site has been designated for a European priority habitat or species. Consent can only be issued in such cases where the reasons for overriding public interest relate to human health, public safety, beneficial consequences of primary importance for the environment or other reasons subject to the opinion of the European Commission (via Scottish Ministers).

2. Development affecting Sites of Special Scientific Interest will not be permitted unless it can be demonstrated that the overall objectives of the designation and the overall integrity of the designated area would not be compromised, or any adverse effects are clearly outweighed by social or economic benefits of national importance.

3. Development likely to have an adverse effect on European protected species; a species listed in Schedules 5, 5A, 6, 6A and 8 of the Wildlife and Countryside Act 1981 (as amended); or badgers as per section 10 of the Protection of Badgers Act 1992, will only be permitted where the applicant can demonstrate that a species licence is likely to be granted.

4. Development affecting Local Nature Reserves, Wildlife Sites, Sites of Importance for Nature Conservation and Geodiversity Sites (as identified in Supplementary Guidance SG08 ‘Local Nature Conservation and Geodiversity Sites’), and national and local priority habitats and species (as identified in the Falkirk Local Biodiversity Action Plan) will not be permitted unless it can be demonstrated that the overall integrity of the site, habitat or species will not be compromised, or any adverse effects are clearly outweighed by social or economic benefits of substantial local importance.

5. Where development is to be approved which could adversely affect any site or species of significant nature conservation value, the Council will require appropriate mitigating measures to conserve and secure future management of the relevant natural heritage interest. Where habitat loss is unavoidable, the creation of replacement habitat to compensate for any losses will be required, along with provision for its future management.

6. All development proposals should conform to Supplementary Guidance SG05 ‘Biodiversity and Development’.
Supporting Policies

Trees, Woodland and Hedgerows

5.86 Woodland cover, and the proportion of woodland brought under management, has increased in the Falkirk area over recent years, contributing significantly to the green network and bringing multiple benefits. As well as being of commercial value, trees contribute to landscape, placemaking, biodiversity, recreation, carbon fixing, and flood management. The Scottish Government’s Control of Woodland Removal Policy includes a presumption in favour of protecting woodland resources. Control is exercised over felling by the Forestry Commission Scotland. A number of Tree Preservation Orders (TPOs) are in force across the Council area, as shown on the Proposals Map.

5.87 Policy GN04 Trees, Woodland and Hedgerows

The Council recognises the ecological, landscape, economic and recreational importance of trees, woodland and hedgerows. Accordingly:

1. Felling detrimental to landscape, amenity, nature conservation or recreational interests will be discouraged. In particular ancient, long-established and semi-natural woodlands will be protected as a habitat resource of irreplaceable value;
2. In an area covered by a Tree Preservation Order (TPO) or a Conservation Area, development will not be permitted unless it can be proven that the proposal will not adversely affect the longevity, stability or appearance of the trees. Where necessary, endangered trees and woodlands will be protected through the designation of further TPOs;
3. Development which is likely to affect trees should comply with Supplementary Guidance SG06 ‘Trees and Development’, including the preparation where appropriate of a Tree Survey, Constraints Plan, and Tree Protection Plan. Where development is permitted which will involve the loss of trees or hedgerows of amenity value, the Council will normally require replacement planting appropriate in terms of number, size, species and position;
4. The enhancement and management of existing woodland and hedgerows will be encouraged. Where the retention of a woodland area is integral to a development proposal, developers will normally be required to prepare and implement an appropriate Management Plan; and
5. There will be a preference for the use of appropriate local native species in new and replacement planting schemes, or non-native species which are integral to the historic landscape character.

Outdoor Access

5.88 The Council is committed to promoting outdoor access through the provision of strategic and local path networks, and has prepared a Core Paths Plan identifying a network of key routes. In considering new development, the protection of established paths and rights of way, and the securing of appropriate new access opportunities to enhance the network, will be given priority.

5.89 Policy GN05 Outdoor Access

The Council will seek to safeguard, improve and extend the network of outdoor access routes, with particular emphasis on the core path network, and routes which support the development of the Green Network. When considering development proposals, the Council will:

1. Safeguard the line of any existing or proposed access route affected by the development, and require its incorporation into the development unless a satisfactory alternative route can be agreed;
2. Seek to secure any additional outdoor access opportunities which may be achievable as a result of the development; and
3. Where an access route is to be temporarily disrupted, require the provision of an alternative route for the duration of construction work and the satisfactory reinstatement of the route on completion of the development.
Supporting Policies

Design, Placemaking & the Historic Environment

Design and Placemaking

5.90 Improving design quality and creating attractive, distinctive places through new development is a key aim of the LDP. A hierarchy of policies, guidance and design tools will be used including:

- An overarching sustainable design principles policy;
- Detailed design policies;
- Topic based supplementary guidance;
- Development briefs and development frameworks generally prepared by the Council;
- Masterplans generally prepared by developers; and
- Design statements generally prepared by developers to accompany planning applications.

Sustainable Design Principles

5.91 Overarching design principles are set out in Policy D02. These pinpoint the overall themes which should be addressed at an early stage in the formulation of development proposals. In larger developments, masterplans will be required to ensure that these themes have been properly integrated in a co-ordinated and comprehensive manner. Figure 5.3 highlights the relevant policies in the LDP, supplementary guidance, and other guidance produced by the Council and others which amplify these principles.

Policy D02 Sustainable Design Principles

New development will be required to achieve a high standard of design quality and compliance with principles of sustainable development. Proposals should accord with the following principles:

1. Natural and Built Heritage.
   Existing natural, built or cultural heritage features should be identified, conserved, enhanced and integrated sensitively into development;

2. Urban and Landscape Design.
   The scale, siting and design of new development should respond positively and sympathetically to the site’s surroundings, and create buildings and spaces that are attractive, distinctive, welcoming, adaptable, safe and easy to use;

3. Accessibility.
   Development should be designed to encourage the use of sustainable, integrated transport and to provide safe access for all users;

4. Climate Change & Resource Use.
   Development should promote the efficient use of natural resources and the minimisation of greenhouse gas emissions through energy efficient design, choice and sourcing of materials, reduction of waste, recycling of materials and exploitation of renewable energy;

5. Infrastructure.
   Infrastructure needs and their impacts should be identified and addressed by sustainable mitigation techniques, with particular regard to drainage, surface water management, flooding, traffic, road safety and noise; and

   Proposals should demonstrate that provision will be made for the satisfactory future management and maintenance of all public areas, landscaping and infrastructure.

Masterplans will be required for significant development proposals requiring a co-ordinated approach to design and infrastructure, and should demonstrate how the above principles have been incorporated into the proposals. Masterplans should be informed by a development framework or brief where relevant.
### Supporting Policies

5.93 Figure 5.3 Sustainable Design Principles – Supporting Policies/Guidance (indicative only)

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Urban Design

5.94 Key urban design principles to be followed in site planning are set out in Policy D03. The emphasis is on respecting context, and creating places for people which are attractive, legible, well-structured, safe and easy to move about in.

5.95 **Policy D03 Urban Design**

New development should create attractive and safe places for people to live, work and visit. Accordingly:

1. Development proposals should conform with any relevant development framework, brief or masterplan covering the site. Residential proposals should conform with Supplementary Guidance SG02 ‘Neighbourhood Design’;
2. The siting, density and design of new development should create a coherent structure of streets, public spaces and buildings which respects and complements the site’s context, and creates a sense of identity within the development;
3. Street layout and design should generally conform with the Scottish Government’s policy document ‘Designing Streets’;
4. Streets and public spaces should have buildings fronting them or, where this is not possible, a high quality architectural or landscape treatment;
5. Development proposals should include landscaping and green infrastructure which enhances, structures and unifies the development, assists integration with its surroundings, and contributes, where appropriate, to the wider green network;
6. Development proposals should create a safe and secure environment for all users through the provision of high levels of natural surveillance for access routes and public spaces; and
7. Major development proposals should make provision for public art in the design of buildings and the public realm.

Low and Zero Carbon Development

5.96 Reducing the energy requirements of buildings is a key part of reducing carbon emissions associated with development, and tackling climate change. This is being driven forward primarily by the new Building Standards regime. Whilst the priority is more energy efficient design, embedded renewable technologies also have a role to play.

5.97 Section 72 of the Climate Change (Scotland) Act 2009 requires planning authorities to include policies in their Local Development Plans to ensure that all new buildings avoid a specified and rising proportion of the projected greenhouse gas emissions from their use through the installation and operation of low and zero carbon generating technologies (LZCGT). Scottish Building Standards set mandatory minimum carbon reduction standards for new buildings and a 30% improvement over 2007 standards was applied from October 2010. Scottish Ministers subsequently reviewed the standards in 2013, and the changes were set out in Section 6 (Energy) of the 2015 Building Standards Handbook. The 2015 revision identifies a 21% improvement in carbon dioxide emissions over 2010 levels for domestic projects, and a 43% improvement for non-domestic developments. These changes will come into force in October 2015 and will be subject to regular review.

5.98 Policy D04 specifies a minimum 10% of the mandatory carbon reduction standard as set out in the Building Regulations to be met by the installation and operation of LZCGT. This would allow development to achieve the Bronze Star level in the 2010 Building Standards. The policy sets out a number of exemptions in relation to the integration of LZCGT. This policy is to be implemented in conjunction with the Building Standards: Section 6 requirements and will be further reviewed in line with Building Standards thresholds.
Policy D04 Low and Zero Carbon Development

1. All new buildings should incorporate on-site low and zero carbon-generating technologies (LZCGT) to meet a proportion of the overall energy requirements. Applicants must demonstrate that 10% of the overall reduction in CO2 emissions as required by Building Standards has been achieved via on-site LZCGT. This proportion will be increased as part of subsequent reviews of the LDP. All proposals must be accompanied by an Energy Statement which demonstrates compliance with this policy. Should proposals not include LZCGT, the Energy Statement must set out the technical or practical constraints which limit the application of LZCGT. Further guidance with be contained in Supplementary Guidance SG15 ‘Low and Zero Carbon Development’. Exclusions from the requirements of this policy are:
   • Proposals for change of use or conversion of buildings;
   • Alterations and extensions to buildings;
   • Stand-alone buildings that are ancillary and have an area less than 50 square metres;
   • Buildings which will not be heated or cooled other than by heating provided solely for the purpose of frost protection;
   • Temporary buildings with consent for 2 years or less; and
   • Where implementation of the requirement would have an adverse impact on the historic environment as detailed in the Energy Statement or accompanying Design Statement.

2. The design and layout of development should, as far as possible, seek to minimise energy requirements through harnessing solar gain and shelter;

3. Decentralised energy generation with heat recycling schemes (combined heat and power and district heating) will be encouraged in major new developments, subject to the satisfactory location and design of associated plant. Energy Statements for major developments should include an assessment of the potential for such schemes.

Advertisements and Shopfronts

Advertisements are a highly visible component of the environment which have the potential to detract from visual amenity, and to pose a threat to road safety, if they are poorly designed or located. Particular attention will be paid to their impact on the environment in locations such as town centres or transport corridors which have been identified as placemaking priorities. Likewise, the design and quality of shopfronts has a major effect on the environment of town and village centres.

Policy D05 Advertisements

Proposals for advertisements will not be permitted where they would have an adverse effect on the visual amenity of the property or the wider area, or would create a road safety hazard. In particular:

1. The prevention of advertising clutter through a proliferation of signs on a property or in a locality will be a priority;

2. Advertising should be sensitive to the property on which it is mounted in terms of scale, design and positioning, and should be seen as part of the overall design of the property, rather than an add-on;

3. Illumination of adverts will be controlled in the interests of amenity and road safety, and will generally be prohibited outwith the Urban Limit;

4. Advance directional signs will not generally be permitted unless the display is considered to be in the public interest; and

5. Advertising hoardings and rotating/moving advertisements will not be permitted where
   • they will prejudice the placemaking priorities set out in Policy D01 by virtue of visual intrusion;
   • they will compromise residential amenity; or
   • they are likely to cause driver distraction, or interfere with visibility at potential conflict points such as junctions, pedestrian crossings, hazard warning signs, low bridges and sections of road with poor forward visibility.

Policy D06 Shopfronts

The design of new or altered shopfronts should be well-proportioned and sympathetic to the character of the building of which they are part, as specified within Supplementary Guidance SG04 ‘Shopfronts’.
The Historic Environment

5.103 Much of the Falkirk area’s sense of place derives from its historic environment, including a rich diversity of architectural, cultural, historic and archaeological assets. Government policy and guidance is set out in the Scottish Historic Environment Policy (SHEP) and the SPP. The Council’s overall approach to the conservation and enhancement of the historic environment is set out the Built Heritage Strategy. The key assets which will be given policy protection are indicated below.

5.104 Antonine Wall. The Antonine Wall was inscribed as part of the Frontiers of the Roman Empire World Heritage Site in 2008. A common policy and Supplementary Guidance has been adopted by the five planning authorities who cover the route of the Wall. A Management Plan has also been prepared.

5.105 Archaeological Sites. There are around 100 Scheduled Ancient Monuments within the Council area. In addition, other sites of regional or local importance are recorded in the Sites and Monuments Record maintained by the Council’s archaeologist.

5.106 Listed Buildings. There are over 300 listed buildings and structures in the Council areas, the largest concentrations being in Falkirk, Bo’ness and Airth/Dunmore.

5.107 Conservation Areas. There are currently nine within the Council area including two Town Centres (Falkirk and Bo’ness); two Victorian suburbs (Arnothill and Dollar Park, Falkirk and Grange, Bo’ness) and five estate/industrial villages (Airth, Allandale, Dunmore, Letham and Muirhouses). Conservations Area Appraisals and Management Plans have been prepared and will be relevant to the consideration of proposals.

5.108 Areas of Townscape Value. These represent other townscapes of historic or architectural interest which, although not designated as Conservation Areas, merit recognition and will be assessed for possible future Conservation Area status.

5.109 Historic Gardens and Designed Landscapes. There are three sites within the Council area listed in the ‘Inventory of Historic Gardens and Designed Landscapes’. Guidance on these, and identification of locally important non-inventory sites, will be pursued through Supplementary Guidance SG09 ‘Landscape Character and Assessment’.

5.110 Battlefield Sites. Three sites within the ‘Inventory of Historic Battlefields’ lie partly or wholly within the Council area. The second Battle of Falkirk covers a substantial area to the south of the town, whilst parts of the Battles of Linlithgow Bridge and Kilsyth lie at the eastern and western end, respectively, of the Council area.

5.111 Policy D07 Antonine Wall
The Council will seek to retain, protect, preserve and enhance the Antonine Wall, its associated archaeology, character and setting. Accordingly:
1. There will be a presumption against development which would have an adverse impact on the ‘Frontiers of the Roman Empire (Antonine Wall) World Heritage Site’ as defined on the Proposals Map;
2. There will be a presumption against development within the ‘Frontiers of the Roman Empire (Antonine Wall) World Heritage Site’ buffer zones, as defined on the Proposals Map, which would have an adverse impact on the Site and its setting, unless mitigating action to the satisfaction of the Council in consultation with Historic Scotland can be taken to redress the adverse impact, and there is no conflict with other LDP policies; and
3. Supplementary Guidance SG07 ‘Frontiers of the Roman Empire (Antonine Wall) World Heritage Site’ will be applied in assessing development proposals along the line, or affecting the setting, of the Antonine Wall.
5.112 **Policy D08 Sites of Archaeological Interest**

1. Scheduled ancient monuments and other identified nationally important archaeological resources will be preserved in situ, and within an appropriate setting. Developments which have an adverse effect on scheduled monuments or the integrity of their setting will not be permitted unless there are exceptional circumstances;

2. All other archaeological resources will be preserved in situ wherever feasible. The Council will weigh the significance of any impacts on archaeological resources and their settings against other merits of the development proposals in the determination of planning applications; and

3. Developers may be requested to supply a report of an archaeological evaluation prior to determination of the planning application. Where the case for preservation does not prevail, the developer shall be required to make appropriate and satisfactory provision for archaeological excavation, recording, analysis and publication, in advance of development.

5.113 **Policy D09 Listed Buildings**

The Council supports the sustainable re-use and management of the historic built environment, and on that basis there is a presumption against demolition or any other works that would adversely affect the special interest or setting of a listed building. The Council recognises, however, that listed buildings will require alteration, extension and adaptation from time to time to remain in beneficial use and encourages creative and sensitive development where there are no such adverse effects. Accordingly:

1. The layout, design, materials, scale, siting and use of any development affecting a listed building, or its setting, including extensions, replacement windows, doors, roofs, rainwater goods, boundary treatments and other features, shall be appropriate to the character and appearance of the building and its setting, and should conform to Supplementary Guidance SG16 'Listed Buildings and Non-Listed Buildings in Conservation Areas'.

2. Proposals for the total or substantial demolition of a listed building will only be supported where it is demonstrated beyond reasonable doubt that every effort has been made by all concerned to find practical ways of keeping it. In particular it should be demonstrated that:
   - the existing building is no longer of special interest;
   - the existing building is incapable of physical repair and re-use, as shown by the submission and verification of a thorough structural condition report;
   - the costs of repair and re-use are such that it is not economically viable. Supporting evidence should include a full economic appraisal, evidence that grant aid is not able to meet any funding deficit, and evidence that the building has been actively marketed at a reasonable price and for a period reflecting its location, condition and possible viable uses without finding a restoring purchaser; or
   - the demolition of the building is essential for the delivery of significant economic benefits for the local or wider community.

3. RCAHMS will be formally notified of all proposals to demolish listed buildings to enable features to be recorded.
Policy D10 Conservation Areas
The Council will protect the historic character and visual amenity of each Conservation Area. Accordingly:

1. New development in Conservation Areas should preserve or enhance the character and appearance of the Conservation Area, with particular reference to the historic pattern and density of development; its setting; the architectural style, massing and materials of buildings; landscape treatments; and boundary features.

2. The layout, design, materials, scale, siting and use of any development affecting an unlisted building in a Conservation Area, including extensions, replacement windows, doors, roofs, rainwater goods, boundary treatments and other features, should respect the character and appearance of the original building, and should conform to Supplementary Guidance SG16 ‘Listed Buildings and Non-Listed Buildings in Conservation Areas’.

3. Demolition of unlisted buildings within Conservation Areas which make a positive contribution to the special character and appearance of the area will only be supported where:
   - the existing building is incapable of physical repair and re-use, as shown by the submission and verification of a thorough structural condition report; or
   - the costs of repair and re-use are such that it is not economically viable. Supporting evidence should include a full economic appraisal, evidence that grant aid is not able to meet any funding deficit, and evidence that the building has been actively marketed at a reasonable price and for a period reflecting its location, condition and possible viable uses without finding a restoring purchaser; or
   - the demolition of the building is essential for the delivery of significant economic benefits for the local or wider community; and
   - proposals for redevelopment of the site contribute to the character and appearance of the conservation Area.

Existing buildings shall be retained on site until the redevelopment commences.

Policy D11 Areas of Townscape Value
The Council recognises the architectural and historic merit and potential of the additional areas of townscape value identified on the Proposals Map, which do not currently have Conservation Area status. Within these areas:

1. The Council will undertake Character Appraisals to determine whether the areas merit designation as Conservation Areas, either as new Conservation Areas, or as extensions to existing ones; and

2. Development proposals will be required to fit with the distinctive character of the area with particular reference to the historic pattern and density of development; its setting; the architectural style, massing and materials of buildings; landscape treatments; and boundary features.

Policy D12 Historic Gardens and Designed Landscapes
1. There will be a presumption against development which would adversely affect the character or setting of sites identified in the ‘Inventory of Gardens and Designed Landscapes in Scotland’, as identified on the Proposals Map.

2. The value of other historic gardens and designed landscapes not listed in the Inventory will be given due weight in the planning process, having regard to their historical significance, integrity and condition. Non-inventory sites will be identified within Supplementary Guidance SG09 ‘Landscape Character Assessment and Landscape Designations’.

3. The Council will seek to encourage sensitive restoration and management of historic gardens and designed landscapes.

Policy D13 Battlefield Sites
There will be a presumption against development outwith the Urban or Village Limits which would destroy, erode, or adversely affect battlefield sites listed in the Inventory of Historic Battlefields, as identified on the Proposals Map. In assessing impacts, guidance provided in the relevant Historic Scotland guidance note will be followed. Proposals for the sensitive management and interpretation of battlefield sites will be supported.
Canals

5.118 Scotland’s Lowland Canals, restored through the Millennium Link in 2002, form an important corridor of opportunity through the Council area, with the Falkirk Wheel forming the hub of the network. The Spatial Strategy earmarks the canals as a place-making priority, and identifies several key development opportunities which will contribute to the continuing regeneration of the canal corridor. These include the series of housing and mixed use sites which make up the Falkirk Canal Corridor Strategic Growth Area. The Council’s objective is to work with Scottish Canals to increase the level of use of the canals, thereby enhancing their vitality and realising their economic potential, whilst safeguarding their unique natural and cultural heritage.

Policy D14 Canals

The Council, in conjunction with Scottish Canals and other key partners, will seek to promote the sustainable development of the Forth & Clyde and Union Canals as a major recreational, tourism and heritage asset. Accordingly, the Council will support:

1. The protection and enhancement of the ecology, archaeology, built heritage, visual amenity and water quality of the canals and their immediate environs, having regard to the detailed policies on these matters contained in the LDP;

2. The protection and enhancement of the operational capacity of the canals for recreational use, including the maintenance and improvement of navigation and the provision of moorings and other infrastructure for a wide range of canal users;

3. The improvement of access, signage and interpretation associated with the canals, with particular emphasis on linkages to and from adjacent communities, tourist attractions, public transport facilities and the wider countryside access network, whilst generally continuing to restrict access to the off-side bank (except for approved mooring areas, where access already exists and in urban areas) and to the Firth of Forth SPA for nature conservation reasons;

4. Residential moorings where an appropriate level of natural surveillance, amenity and access to community facilities can be achieved; and

5. Appropriate canal-side development which
   - complies with other LDP policies;
   - is compatible with the operational requirements of the canals and contributes to their recreational amenity through the provision, where appropriate, of public access, amenity areas, moorings and slipways, together with any appropriate commuted sums for maintenance;
   - achieves high design standards, particular attention being paid to the relationship of layout and form to the canal and to the sympathetic use of materials and detailing in buildings and canal-side landscaping;
   - incorporates measures to ensure that there is no detriment to the canal water environment; and
   - ensures there is no detriment to the structural stability of the canal.
Supporting Policies

Resources and Waste

Energy

5.120 In support of its drive to tackle climate change, the Scottish Government has set ambitious targets for the proportion of electricity and heat demand which should be met from renewable sources. The contribution which the Council could make to meeting these targets has been reviewed, and this confirms that wind and biomass have some potential at a commercial scale, whilst other decentralised renewable energy technologies including but not limited to hydro, geothermal and solar will be exploitable at a community or domestic scale. In recognition of this, the Council will produce statutory supplementary guidance (SG17 ‘Renewable Energy’) that accords with the requirements of SPP published in 2014, and which includes:

- Information on those factors that will be taken into account when specific development proposals for the full range of renewable energy technologies are being assessed; and
- Consideration of opportunities and potential for heat mapping, co-location, heat networks, heat storage, district heating and heat recovery.

5.121 In relation to wind energy, SPP 2014 directs planning authorities to set out a spatial framework for onshore developments in their development plans. The Council has appraised the spatial constraints to wind energy across the area, and has prepared a draft spatial framework, together with draft guidance on wind energy developments. The Council is committed to progressing this work, and to producing statutory supplementary guidance that accords fully with the requirements of SPP 2014.

Policy RW01 Renewable Energy

1. Renewable energy developments will be supported subject to:
   - Satisfactory assessment of their impacts on the environment and communities; and
   - Compliance with other relevant LDP policies and statutory supplementary guidance, which will embody all the principles in Scottish Planning Policy 2014 and will set detailed policy considerations against which all proposals for renewable energy infrastructure developments will be assessed.

2. Wind energy developments will be assessed in relation to the following factors, as well as against the detailed spatial framework, policies and guidance contained in Supplementary Guidance SG14 ‘Spatial Framework and Guidance for Wind Energy Developments’ prepared in full accord with Scottish Planning Policy 2014:
   - Landscape and visual impacts;
   - Ecological impacts;
   - Impact on green belt objectives;
   - Impact on carbon rich and rare soils;
   - Impact on the water environment;
   - Impacts on the historic environment;
   - Impacts on aviation and telecommunications interests;
   - Impacts on communities, whether settlements or individual residential properties, including issues of noise, shadow flicker and air quality;
   - Cumulative impacts in relation to the above factors, arising from the combined effect of the proposal with other existing or approved wind energy developments;
   - Net economic impacts, including local and community socio-economic benefits;
   - The scale of contribution to renewable energy generation targets and the effect on greenhouse gas emissions; and
   - Tourism and recreation impacts, including for public access and for long distance walking, cycling and scenic routes.
Minerals

5.123 The Falkirk area contains several minerals of economic importance including coal, fireclay, coal bed methane (CBM) and aggregates (sand, gravel and hard rock). The British Geological Survey (BGS) Mineral Resource Map identifies the mineral resource in the area. The boundaries of the Petroleum Exploration and Development Licences (PEDL 133 and 162) as issued by the Department of Energy and Climate Change as at September 2014 are illustrated on Map 5.1.

5.124 There are three broad areas of shallow coal resources in the area: on the Slamannan Plateau; around Airth; and north of Banknock. An Area of Search for Surface Coal Mining is identified south of Falkirk and on the Slamannan Plateau as shown on Map 5.1. In landscape terms the Slamannan Plateau is less constrained and has more opportunities for restoration of abandoned/derelict works than the other areas of shallow coal. One site is consented in the Slamannan Plateau however lack of developer interest suggests that working is not viable at the present time.

5.125 Hard rock quarries are located in the west and north of the area. These quarries are considered to provide an adequate aggregates land bank for the local market area. Accordingly, no further sites or extensions will be supported.
Policy RW02 Mineral Resources

1. The preferred area of search for surface coal mining is identified on Map 5.1. Proposals for surface coal mining in the area of search will be supported where they are proven to be environmentally acceptable. Proposals must also comply with Policy RW03 and other LDP policies.

2. No new quarries, or extensions to existing workings, will be permitted for the extraction of construction aggregates. Proposals for the extraction of non-aggregate construction materials, such as dimension stone, will be considered having regard to the overall scale of development proposed, as well as compliance with the requirements of Policy RW03.

3. The extraction of coal bed methane will only be supported where it is proven to be environmentally acceptable, having regard to Policy RW03 and other LDP policies.

4. The sterilisation through development of mineral resources which are likely to be capable of environmentally acceptable extraction will not be permitted.

Policy RW03 Assessment of Mineral Proposals

1. Proposals for mineral workings and onshore oil and gas extraction will only be permitted where there is no significant adverse impact on the environment or the local community. Proposals will be assessed against other relevant LDP policies and the following factors:

   • Impact on local communities, individual houses, and sensitive receptors, including cumulative effects on settlements within 5 km where there are existing mineral operations or unimplemented consents;
   • Impact in terms of disturbance, disruption and noise, blasting and vibration;
   • Landscape and visual impact, including having regard to Policies GN02 and CG02;
   • Impact on nature conservation and biodiversity, including having regard to Policy GN03;
   • Impact on the historic environment, including having regard to Policies D07-D14;
   • Impact on all land, including having regard to Policy RW04 and in terms of the potential for pollution, but especially for prime agricultural land and carbon rich and rare soils;
   • Impact on prime agricultural land, carbon rich and rare soils, having regard to Policy RW04;
   • Impact on the water environment, including having regard to Policy RW05;
   • Impact on air quality, including having regard to Policy RW07;
   • Impact on the local road network, with a preference, for onshore oil and gas, for the use of pipelines, rail or water for the transportation of the end product; and
   • Any positive economic or environmental benefits accruing from the proposal including restoration of abandoned/derelict minerals sites and local employment opportunities.
2. Proposals should be accompanied by the following information:
   • Information sufficient to allow assessment of the impacts outlined in (1) above;
   • For coal bed methane and shale gas extraction proposals, this information should include a risk assessment of the proposal and details of an appropriate buffer zone, as specified in Scottish Planning Policy 2014;
   • Information on need, estimates of annual production, levels of employment, timescale for extraction and the total resource on the site including other minerals present;
   • Information on onshore oil and gas extraction should include the extent of operations for each relevant phase of development including exploration, appraisal and production;
   • A fully developed method statement including information on drainage and water treatment, phasing, topsoil/overburden stripping and storage, access and maximisation of sustainable transport and working hours; and
   • A fully costed, appropriately phased scheme for restoration and aftercare, which secures benefits for the green network in terms of Policy GN01, and will be secured through appropriate financial guarantees.

3. For onshore oil and gas development, applicants should engage with the local community and other relevant stakeholders in advance of any application and at each stage of operations on site, from exploration through to production.

4. The Council will liaise with adjacent local authorities where proposals for extraction cross local authority boundaries, to ensure a consistent approach.

Agricultural Land and Soils

5.129 The SPP recognises that prime quality agricultural land is a finite national resource and indicates that development on it should not be permitted unless it is an essential component of the settlement strategy or is necessary to meet an established need. Prime quality agricultural land (defined by Classes 1, 2 and 3.1 in the Macaulay Institute ‘Land Capability for Agriculture’ classification) occupies about 17% of the Council area. This is focussed in two distinct areas: in the western part of the area, between Larbert, Bonnybridge and Denny; and in the eastern part of the area to the east of the Braes villages and to the south of Bo’ness.

5.130 The disturbance of carbon rich soils may lead to the release of stored carbon, contributing to greenhouse gas emissions. Carbon rich soils occur mainly in the Upper Braes and Slamannan Plateau. Areas in the vicinity of Banknock, Slamannan, Limerigg and Standburn all contain some carbon rich soils. It is important that the effect of disturbing carbon rich soils is understood properly in the determination of any planning application for development. There are also some rare soil types including podzols, humus iron podzols and saltlings of potential national interest within the Falkirk area which are worthy of protection. Saltlings occur along the Forth Estuary and the tidal extent of the River Carron from the north of Grangemouth to South Alloa.

5.131 Policy RW04 Agricultural Land, Carbon Rich Soils and Rare Soils

1. Development involving the significant permanent loss of prime quality agricultural land (Classes 1, 2 and 3.1), carbon rich soils (basin peat, blanket bog, peat alluvium complex, peaty podzols and peaty gleys) and rare soils (podzols, humus iron podzols and saltlings) will not be permitted unless:
   • The site is specifically allocated for development in the LDP; or
   • Development of the site is necessary to meet an overriding local or national need where no other suitable site is available.

2. Planning applications for development which is likely to disturb areas of carbon rich or rare soil will be required to submit a soil or peat management plan which demonstrates that:
   • The areas of highest quality soil or deepest peat have been avoided;
   • Any disturbance, degradation or erosion has been minimised through mitigation; and
   • Any likely release of greenhouse gas emissions caused by disturbance is offset.
The Water Environment

5.132 The EU Water Framework Directive establishes a legal framework for the protection, improvement and sustainable use of the water environment. This includes all aspects of the water environment such as: rivers; canals; lochs; estuaries; wetlands; coastal waters and water under the ground. Objectives include preventing deterioration of aquatic ecosystems and, where possible, restoring surface waters and groundwater damaged by pollution, water abstraction, dams and engineering activities to ‘good status’. To achieve these objectives the Scotland and Forth Area River Basin Management Plans have been prepared.

5.133 The water environment of the Council area represents a valuable ecological and recreational resource. Although water quality is generally improving through tighter legislation and standards, and the general decline in industrial activity, there are still many threats from development. Policy RW05 aims to ensure that water quality, habitat/species integrity and quality, and the recreational amenity of the water environment is safeguarded by development proposals. Where possible development proposals should exploit opportunities to improve the ecological status of the water environment.

Policy RW05 The Water Environment

The Council recognises the importance of the water environment within the Council area in terms of its landscape, ecological, recreational and land drainage functions. Accordingly:

1. The Council will support the development of measures identified within the Forth Area River Basin Management Plan designed to improve the ecological status of the water environment;

2. Opportunities to improve the water environment by: opening out previously culverted watercourses; removing redundant water engineering installations; and restoring the natural course of watercourses should be exploited where possible;

3. There will be a general presumption against development which would have a detrimental effect on the integrity and water quality of aquatic and riparian ecosystems, or the recreational amenity of the water environment, or which would lead to deterioration of the ecological status of any element of the water environment. Where appropriate, development proposals adjacent to a waterbody should provide for a substantial undeveloped and suitably landscaped riparian corridor to avoid such impacts;

4. There will be a general presumption against any unnecessary engineering works in the water environment including new culverts, bridges, watercourse diversions, bank modifications or dams; and

5. The water environment will be promoted as a recreational resource, (subject to the requirements of policy GN03 (1) for Natura 2000 Sites), with existing riparian access safeguarded and additional opportunities for ecological enhancement, access and recreation encouraged where compatible with nature conservation objectives.
5.135 In hydrological terms the Falkirk Council area is dominated by the Forth Estuary and the two catchments of the River Avon and Carron that flow into it. The area therefore faces issues of both watercourse and coastal flooding which are identified by SEPA’s Indicative Flood Map. Whilst flood risk can often be managed through appropriate mitigation, in some circumstances sustainable flood management or mitigation measures may not be achievable.

5.136 The Council in partnership with SEPA and other neighbouring authorities produced a draft Flood Risk Management Plan for the Forth Estuary Local Plan District in early 2015. Currently the Council maintains maps of all watercourses in its area and collects data from a variety of sources on both actual and predicted flooding events. In addition to this, the Council uses SEPA’s Indicative Flood Map as a strategic tool to identify land that may be at risk from flooding. This information has been taken into account in allocating land for development.

5.137 Opportunities may exist to promote natural flood management along a number of watercourses to help to reduce overall flood risk. This could include wetland restoration, riparian planning, flood plain creation and reconnecting modified watercourses to their natural flood plains. However, it is not considered prudent to promote these opportunities in an uncoordinated fashion as some natural flood management measures may actually have an adverse effect on the flood profile of a watercourse. Where resources allow, the Council will promote the study of the potential for natural flood management measures on a catchment by catchment basis and any measures identified will be promoted through the Local Flood Risk Management Plan and highlighted in subsequent versions of the LDP.

5.138 Over the recent past, flooding incidents within Falkirk Council area have been relatively small scale, and have tended to be caused by localised management and maintenance issues. This illustrates the importance of not only avoiding development in areas that will obviously be at risk from flooding, in accordance with the SPP, but making sure, for all development, that best practice design advice for surface water management is followed. Where a planning application is likely to raise a flooding issue from all identified sources, applicants will be required to demonstrate that any flood risks can be adequately managed. In carrying out this assessment Falkirk Council will have regard to the risk framework set out in the SPP.

5.139 **Policy RW06 Flooding**

1. Development on the functional flood plain should be avoided. In areas where there is significant risk of flooding from any source (including flooding up to and including 0.5% (1 in 200 year) flood event) development proposals will be assessed against advice and the Flood Risk Framework in the SPP. There will be a presumption against new development which would:
   - Be likely to be at risk of flooding;
   - Increase the level of risk of flooding for existing development; or
   - Result in a use more vulnerable to flooding or with a larger footprint than any previous development on site.

2. Development proposals on land identified as being at risk from flooding, or where other available information suggests there may be a risk, will be required to provide a flood risk assessment that demonstrates that:
   - any flood risks can be adequately managed both within and outwith the site;
   - an adequate allowance for climate change and freeboard has been built into the flood risk assessment;
   - access and egress can be provided to the site which is free of flood risk; and
   - water resistant materials and forms of construction will be utilised where appropriate.

3. Where suitably robust evidence suggests that land contributes or has the potential to contribute towards sustainable flood management measures development will only be permitted where the land’s sustainable flood management function can be safeguarded.
Supporting Policies

Air Quality

5.140 Planning has an important role to play in improving air quality, which can be affected by new development, the traffic this generates and the design of the built environment. Air quality can be a material consideration in determining planning applications. The Council has put in place a network of monitoring equipment to measure whether it is meeting National Air Quality Standards. Air Quality Management Areas (AQMA) have been designated in Grangemouth due to a breach of the sulphur dioxide objectives; in Falkirk Town Centre and Haggs for breach of the nitrogen dioxide objectives and in Banknock for breach of the particulates objectives. In all cases action plans, aimed at achieving a reduction in specific pollutant levels within the designated areas, have been or are being developed.

5.141 Policy RW07 Air Quality

The Council will seek to contribute to the improvement of air quality. Impacts on air quality will be taken into account in assessing development proposals, particularly within Air Quality Management Areas (AQMAs). An Air Quality Assessment may be required for developments that are within AQMAs or where the proposed development may cause or significantly contribute towards a breach of National Air Quality Standards. Development proposals that result in either a breach of National Air Quality Standards or a significant increase in concentrations within an existing AQMA will not be permitted unless there are over-riding issues of national or local importance.
Waste

5.142 The Zero Waste Plan (ZWP) requires planning authorities to support the delivery of its targets to 2025 to recycle at least 70% of Scotland’s total annual waste arisings, treat unsorted waste materials prior to incineration or landfill and landfill a maximum of 5% of Scotland’s annual waste arisings. The waste hierarchy establishes that the prevention of waste is the preferred option followed by reuse, recycling, recovery and disposal.

5.143 The Regional Capacity Table identifies additional operational waste management infrastructure capacity required for the Forth Valley area. This is updated annually. Waste management facilities include landfill sites, commercial recyclers, composting sites and energy from waste plants. This is split into 2 categories: capacity for managing source segregated recyclables and capacity for managing unsorted wastes. Transfer stations and civic amenity sites are excluded from capacity requirements to avoid any limitation on their growth. Capacity for source segregated recyclables includes clean Materials Recycling Facilities (MRFs) (for sorting dry recyclables), anaerobic digestion, and composting (for source segregated biowastes). Capacity for unsorted residual waste includes dirty MRFs (such as Avondale), mechanical sorting, biological treatment and thermal treatment processes (such as incineration, gasification, or pyrolysis).

5.144 The Regional Capacity Table identifies a requirement for a rolling 10 year landfill capacity for the Forth Valley area and the annual SEPA Landfill Capacity Report indicates that this is exceeded in the Forth Valley area. Landfill rates have reduced in recent years and this trend is expected to continue to influence the capacity requirements.

Policy RW08 Waste Management Facilities

1. The preferred location for waste management facilities will be within or adjacent to existing waste management facilities or on land identified for employment or industrial uses. Mineral sites may also be acceptable locations for waste management facilities.

2. Proposals for waste management facilities must:
   • comply with the Zero Waste Plan and address capacity and proximity requirements for the Falkirk Council area;
   • assess the impact on local amenity, and particularly on sensitive receptors nearby;
   • for thermal treatment plants seek to co-locate with other potential heat users;
   • promote sustainable transport and the proximity principle; and
   • comply with other LDP policies.

3. All operational waste management facilities will be safeguarded for sustainable waste management use. Proposals for other development must consider the potential impact on adjacent or nearby waste management facilities and what impact such facilities could have on the proposed development.

Policy RW09 Waste Reduction in New Development

All new development (including residential, commercial, business and industrial uses) should seek to minimise the production of construction waste and seek to recycle as much waste as possible, in accordance with the Zero Waste Plan. Proposals should:

1. Identify the amount of construction waste to be produced and recycled;
2. Identify what measures are proposed to reduce the production of construction waste and to maximise the use of recycled materials on site;
3. Include appropriate provision for the collection and storage of waste and recyclable materials, including composting facilities.
4. Locate communal recycling facilities in an accessible and convenient location.
Vacant, Derelict and Contaminated Land

5.147 Previously developed land can offer potential opportunities for new development and reduce the need to release greenfield sites as well as bringing about substantial environmental improvement. The SPP supports proposals to bring vacant and derelict land back into productive use or to enhance its value as part of the wider green network. Contaminated land can be a significant obstacle to development as well as presenting risks to the environment and public health.

5.148 Policy RW10 Vacant, Derelict, Unstable and Contaminated Land

Proposals that reduce the incidence of vacant, derelict, unstable and contaminated land will be supported, subject to compliance with other LDP policies, particularly those relating to development in the countryside. Where proposals involve the development of unstable or contaminated land, they will only be permitted where appropriate remediation or mitigation measures have been undertaken.
Appendix 1: Site Schedule

1. The site schedule provides an index to all development sites (housing, mixed use and economic development), infrastructure projects and green network opportunities highlighted in the LDP. Gaps in the sequence of reference numbers (i.e. H20, H21 and ED07) are due to removal of Proposed Plan sites as a result of modifications prior to adoption.

2. Housing capacities are based on planning permission or masterplans where available. Otherwise, they are based on broad assessments of site capacity based on standard residential densities. Figures are indicative and may be exceeded where a detailed masterplan demonstrates that this can be achieved whilst achieving a high quality design solution and the requisite level of residential amenity. Figures relate to the total capacity of the site, which may differ from the output during the 2014-2024 initial plan period.

3. Existing supply sites refer to sites which have planning permission or have been carried forward from the previous Local Plan. Only the larger existing supply sites (generally 15 units and over) are shown, for information.

4. Site comments include basic guidance on site character and status, constraints to be taken into account, and design and infrastructure requirements. They are not intended to be comprehensive, and may change over time. When establishing the detailed requirements for any particular site, reference should be made to all relevant LDP policies and supplementary guidance and consultation should be undertaken with the Council.

### Housing

<table>
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<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Housing Capacity</th>
<th>Status</th>
<th>Site Comments</th>
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</table>
| H01     | Drum Farm North     | 10.3          | 183              | Existing Supply Site | • Part of Bo’ness South East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Northern part of wider Drum Farm development for which masterplan has been approved and detailed planning permission previously granted. |
| H02     | Kinglass Farm 1     | 7.9           | 160              | New Proposal      | • Part of Bo’ness South East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Greenfield expansion site to south of Borrowstoun Road.  
• Masterplan required. |
| H03     | Kinglass Farm 2     | 0.9           | 25               | Existing Supply Site | • Part of Bo’ness South East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Small greenfield extension to urban area accessed off Drum Road.  
• Planning permission in principle granted. |
| H04     | South Street/Main Street | 0.4     | 21               | Existing Supply Site | • Urban brownfield sites within Bo’ness Town Centre providing opportunity for flatted development with possibility of ground floor commercial use.  
• Planning permission previously granted for western part of site.  
• Within Conservation Area so high quality design and materials required.  
• Within Pipeline Consultation Zone - which will limit the development capacity of the site. |
| H05     | Cadzow Avenue       | 0.3           | 27               | Existing Supply Site | • Urban brownfield site.  
• Detailed planning permission previously granted. |
| H06     | Union Street        | 0.4           | 12               | New Proposal      | • Urban brownfield site within Conservation Area so high quality design and materials required.  
• Within Pipeline Consultation Zone which will limit capacity. |
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| H07    | Banknock South                  | 11.0           | 200              | Existing Supply Site | • Part of Banknock Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Comprises site of former distillery and sloping agricultural land.  
• Approved development framework in place for the site.  
• Masterplan required.                                                                                                                                                                                                                                                                                                                                                                                   |
| H08    | Dennyloanhead                   | 30.5           | 550              | Existing Supply Site | • Dennyloanhead Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Former colliery site comprising sloping agricultural land, a dismantled railway and existing commercial use on small part of the site. Potential contamination should be investigated and remediated.  
• Approved masterplan in place for the site.  
• Council ‘minded to grant’ outline planning permission.                                                                                                                                                                                                                                                                                                                           |
| H09    | Kilsyth Road 1, Haggs           | 1.4            | 48               | Existing Supply Site | • Greenfield infill site between Haggs and Longcroft.  
• Detailed planning permission granted.  
• Development proposals must present house frontages along both Kilsyth Road and Cumbernauld Road.  
• Proportionate contributions towards M80(J7)/A803 sliproad junctions and Bankier Primary School expansion required.  
• 15% affordable housing requirement.                                                                                                                                                                                                                                                                                                                             |
| H10    | Kilsyth Road 2, Haggs           | 1.6            | 25               | Existing Supply Site | • Greenfield infill site between Haggs and Longcroft.  
• Detailed planning permission granted. Under construction.  
• Development proposals must present house frontages along Kilsyth Road and pay special attention to their relationship with housing along Anderson Terrace.  
• Proportionate contributions towards M80(J7)/A803 sliproad junctions and Bankier Primary School expansion required.  
• 15% affordable housing requirement.                                                                                                                                                                                                                                                                                                                             |
| H11    | Falkirk Road, Bonnybridge       | 0.3            | 35               | Existing Supply Site | • Urban brownfield site adjacent to the former Bonnybridge Hospital and Anderson Park.  
• Detailed planning permission granted. Under construction.  
• Development proposals must present house frontages along Falkirk Road and pay special attention to their relationship with the former Bonnybridge Hospital and Anderson Park.                                                                                                                                                                                                                           |
| H12    | Broomhill Road, High Bonnybridge| 0.8            | 30               | Existing Supply Site | • Site in commercial use.  
• Planning permission in principle granted.  
• Development should take account of noise constraint from adjacent railway line and potential flood risk, as informed by a Flood Risk Assessment.  
• Potential contamination should be investigated and remediated.  
• Contributions towards Antonine Primary School expansion required.  
• 15% affordable housing requirement.                                                                                                                                                                                                                                                                                                                             |
| H13    | Seabegs Road, High Bonnybridge  | 1.2            | 48               | New Proposal        | • Former Council Depot adjacent to Seabegs Road industrial estate.  
• Site being assessed for Council new build; otherwise 15% affordable housing requirement.  
• Site abuts the Antonine Wall World Heritage Site (WHS). Detailed heritage assessment required, to demonstrate the extent of the impact on the setting of the scheduled monument in the vicinity. Should be developed sensitively to avoid an adverse effect on the setting of the WHS and scheduled monument.  
• Contributions towards Antonine Primary School expansion required.                                                                                                                                                                                                                                                                 |
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| H14    | Former Denny High School | 12.9           | 200              | Existing Supply Site | • Part of Denny South East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Site of former Denny High School.  
• Site being assessed for Council new build.  
• Includes substantial area to be retained as playing fields.  
• General requirements set out in Community Schools Planning Brief.  
• Site layout to ensure adequate separation between proposed houses and existing houses to the west and north, in the interests of residential amenity. |
| H15    | Mydub 1               | 14.6           | 307              | Existing Supply Site | • Part of Denny South East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Major greenfield settlement expansion opportunity.  
• Access dependent on construction of first phase of DEAR, the line of which defines the southern site boundary and urban limit.  
• Masterplan required.  
• Council ‘minded to grant’ planning permission in principle. |
| H16    | Mydub 2               | 13.4           | 270              | New Proposal        | • Part of Denny South East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Major greenfield settlement expansion opportunity, to be developed as phase 2 of adjacent Mydub 1.  
• Site commencement to be phased towards the end of the first LDP period 2014-24.  
• Masterplan required. |
| H17    | Carrongrove Mill      | 12.3           | 200              | Existing Supply Site Extended | • Site of former paper mill.  
• Planning brief prepared and detailed planning permission granted. Under construction.  
• Opportunity to deculvert watercourse at western end of extended site and incorporate 6m buffer trips along watercourses.  
• Flood risk assessment required, should consented proposal not proceed. |
| H18    | Fintry Road           | 3.5            | 90               | Existing Supply Site | • Urban edge brownfield site.  
• Planning permission granted. Under construction. |
| H19    | Stirling Street       | 0.15           | 18               | Existing Supply Site | • Urban brownfield site.  
• Outline planning permission previously granted for flatted development. |
| H22    | Rosebank, Dunipace    | 6.5            | 110              | New Proposal        | • Greenfield settlement expansion to north of Dunipace.  
• Masterplan required incorporating robust structure planting along northern edge and retention of woodland on eastern edge.  
• Priority to create northern entrance feature to Dunipace which complements existing mature housing neighbourhood on western side of A872. Developer contributions required for expansion of local education provision.  
• Developer contributions required for DEAR as indicated in DEAR SPG.  
• 15% affordable housing requirement. |
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<tbody>
<tr>
<td>H23</td>
<td>Merchiston Road</td>
<td>2.1</td>
<td>67</td>
<td>Existing Supply Site</td>
<td>• Part of Falkirk Canal Corridor Strategic Growth Area.</td>
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<td>• Part of former St Mungo’s High School site.</td>
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<td>• General requirements set out in Community Schools Planning Brief.</td>
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<td>• Site included in Council housing new build programme. Under construction.</td>
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<td>H24</td>
<td>Gowan Avenue</td>
<td>1.4</td>
<td>44</td>
<td>New Proposal</td>
<td>• Part of Falkirk Canal Corridor Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Canalside brownfield site.</td>
</tr>
<tr>
<td>H25</td>
<td>Etna Road 1</td>
<td>0.6</td>
<td>40</td>
<td>Existing Supply Site</td>
<td>• Part of Falkirk Canal Corridor Strategic Growth Area.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Canalside brownfield site.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• Detailed planning permission previously granted as part of wider site.</td>
</tr>
<tr>
<td>H26</td>
<td>Etna Road 2</td>
<td>3.9</td>
<td>150</td>
<td>Existing Supply Site</td>
<td>• Part of Falkirk Canal Corridor Strategic Growth Area.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Former gas works site on canalside.</td>
</tr>
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<td></td>
<td>• Site requirements set out under Strategic Growth Area guidance.</td>
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<tr>
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<td></td>
<td>• Feasibility study required to assess the potential for channel restoration of the Ladysmill Burn along the eastern boundary of the site.</td>
</tr>
<tr>
<td>H27</td>
<td>Cauldhame Farm 1</td>
<td>10.0</td>
<td>176</td>
<td>Existing Supply Site</td>
<td>• Part of Falkirk North Strategic Growth Area.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Major greenfield site. Masterplan prepared and outline planning permission previously granted. First phase granted detailed planning permission and under construction.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td>H28</td>
<td>Cauldhame Farm 2</td>
<td>14.0</td>
<td>200</td>
<td>New Proposal</td>
<td>• Part of Falkirk North Strategic Growth Area.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Greenfield site extension to Mungal/Cauldhame development.</td>
</tr>
<tr>
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<td></td>
<td>• Masterplan required.</td>
</tr>
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<td></td>
<td></td>
<td>• Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td>H29</td>
<td>Blinkbonny Road</td>
<td>1.1</td>
<td>30</td>
<td>Existing Supply Site</td>
<td>• Part of former Falkirk High School site.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• General requirements set out in Community Schools Planning Brief.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Site being assessed for Council new build; otherwise 15% affordable housing requirement.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Developer contribution required towards A803 Corridor Improvements.</td>
</tr>
<tr>
<td>H30</td>
<td>Carrick Place</td>
<td>0.5</td>
<td>20</td>
<td>Existing Supply Site</td>
<td>• Infill site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Detailed planning permission granted.</td>
</tr>
<tr>
<td>H31</td>
<td>Glenburn Road, Haliglen</td>
<td>0.4</td>
<td>26</td>
<td>Existing Supply Site</td>
<td>• Urban brownfield site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Detailed planning permission granted for social housing. Under construction.</td>
</tr>
<tr>
<td>H32</td>
<td>Grangemouth Road</td>
<td>11.5</td>
<td>150</td>
<td>New Proposal</td>
<td>• Existing Forth Valley College site comprising main campus, Middlefield campus and playing fields/greenspace. Proposed uses to include new college campus with residential development on surplus land. Masterplan required which integrates with masterplan for Falkirk Gateway. Retention of playing fields and east-west open space corridor essential as contribution to green network. Trees within site to be retained where possible. 15% affordable housing requirement. High quality sustainable transport links required as part of Travel Plan. High quality frontage required to Grangemouth Road and Middlefield Road.</td>
</tr>
<tr>
<td>Ref No.</td>
<td>Site Name</td>
<td>Site Size (ha)</td>
<td>Housing Capacity</td>
<td>Status</td>
<td>Site Comments</td>
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<td></td>
<td><strong>Grangemouth</strong></td>
</tr>
<tr>
<td>H33</td>
<td>Tinto Drive</td>
<td>1.8</td>
<td>56</td>
<td>Existing Supply Site</td>
<td>• Part of former Grangemouth High School site.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>• General requirements set out in Community Schools Planning Brief.</td>
</tr>
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<td></td>
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<td></td>
<td>• Council new build development.</td>
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<td></td>
<td>• Development to take account of attenuation area for flood risk as defined by Flood Risk Assessment.</td>
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<tr>
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<td></td>
<td></td>
<td>• Developer contribution required for off-site road improvements.</td>
</tr>
<tr>
<td>H35</td>
<td>Oxgang Road</td>
<td>1.0</td>
<td>20</td>
<td>Existing Supply Site</td>
<td>• Site occupies part of general sports area of Moray Primary School.</td>
</tr>
<tr>
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<td>• Loss of sports area to be compensated.</td>
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<td>• Within Major Hazard Consultation Zone which will limit capacity.</td>
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<td>• Development to take account of flood risk as defined by Flood Risk Assessment.</td>
</tr>
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<td></td>
<td>• Site being assessed for Council new build; otherwise 15% affordable housing requirement.</td>
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<td></td>
<td><strong>Larbert &amp; Stenhousemuir</strong></td>
</tr>
<tr>
<td>H36</td>
<td>Bellsdyke</td>
<td>12.2</td>
<td>405</td>
<td>Existing Supply Site</td>
<td>• Part of Larbert North Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Former institutional hospital forming major settlement expansion.</td>
</tr>
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<td></td>
<td></td>
<td>• Approved planning brief and masterplan in place.</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>• Detailed planning permission granted. Under construction.</td>
</tr>
<tr>
<td>H37</td>
<td>Hill of Kinnaird</td>
<td>32.4</td>
<td>711</td>
<td>Existing Supply Site</td>
<td>• Part of North Larbert Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
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<td></td>
<td>• Greenfield site forming second phase of major settlement expansion.</td>
</tr>
<tr>
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<td></td>
<td>• Approved planning brief and masterplan in place.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• Outline planning permission granted. Under construction.</td>
</tr>
<tr>
<td>H38</td>
<td>Lorne Road</td>
<td>1.1</td>
<td>72</td>
<td>Existing Supply Site</td>
<td>• Urban brownfield site.</td>
</tr>
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<td></td>
<td>• Planning permission previously granted.</td>
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<td>• 6m buffer strip along boundary watercourse to be included in layout, as informed by flood risk assessment.</td>
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<td></td>
<td>• 25% affordable housing requirement.</td>
</tr>
<tr>
<td>H39</td>
<td>Larbert House/Stables</td>
<td>3.3</td>
<td>58</td>
<td>Existing Supply Site</td>
<td>• Comprises conversion of Category B listed Larbert House and stable block, together with development of walled garden and adjacent land.</td>
</tr>
<tr>
<td></td>
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<td>• Approved RSNH Development Framework and RSNH Masterplan and Management Framework provide guidance.</td>
</tr>
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<td></td>
<td>• Detailed planning permission granted. Under construction.</td>
</tr>
<tr>
<td>Ref No.</td>
<td>Site Name</td>
<td>Site Size (ha)</td>
<td>Housing Capacity</td>
<td>Status</td>
<td>Site Comments</td>
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</tr>
</tbody>
</table>
| H40     | Overton          | 33.0           | 400              | Existing Supply Site | • Part of Overton/Redding Strategic Growth Area.  
• Planning brief approved, detailed planning permission granted and site under construction.  
• Westquarter Burn Wildlife Site should continue to be safeguarded throughout the construction period. |
| H41     | Redding House    | 4.5            | 40               | Existing Supply Site | • Part of Overton/Redding Strategic Growth Area.  
• Development within the eastern half of site completed.  
• Development of western half of site has detailed planning permission. |
| H42     | Redding Park     | 21.9           | 220              | Existing Supply Site | • Part of Overton/Redding Strategic Growth Area.  
• Detailed planning permission granted and site under construction. |
| H43     | Parkhall Farm 1  | 13.0           | 239              | Existing Supply Site | • Part of Maddiston East Strategic Growth Area.  
• Detailed planning permission granted and site under construction. |
| H44     | Parkhall Farm 2  | 4.3            | 40               | New Proposal       | • Part of Maddiston East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Eastern extension to Parkhall Farm 1. Site already accommodates SUDS pond serving this development. |
| H45     | Parkhall Farm 3  | 7.7            | 80               | New Proposal       | • Part of Maddiston East Strategic Growth Area.  
• Site comprises Parkhall Farm steading, Parkhall nursery and surrounding land.  
• Site requirements set out under Strategic Growth Area guidance. |
| H46     | Parkhall Farm 4  | 1.1            | 20               | Existing Supply Site | • Part of Maddiston East Strategic Growth Area.  
• Small greenfield site to north of Vellore Road.  
• Planning permission in principle granted for 100% affordable housing.  
• Site requirements set out under Strategic Growth Area guidance. |
| H47     | The Haining      | 3.6            | 20               | New Proposal       | • Part of Maddiston East Strategic Growth Area.  
• Site comprises wooded area to north and east of the Haining.  
• Site requirements set out under Strategic Growth Area guidance. |
| H48     | Toravon Farm     | 6.6            | 120              | Existing Supply Site | • Part of Maddiston East Strategic Growth Area.  
• Sloping greenfield site to south of Vellore Road.  
• Site requirements set out under Strategic Growth Area guidance. |
| H49     | Old Redding Road | 0.9            | 58               | Existing Supply Site | • Urban infill site.  
• Detailed planning permission granted for flatted development.  
• Proposals should ensure that the amenity of neighbouring residential properties is safeguarded given the gradient of the site. |
| H50     | Whyteside Hotel  | 0.8            | 35               | New Proposal       | • Site of former hotel.  
• Design to be sympathetic to surrounding housing in terms of scale and density, and adjacent open space/SINC in terms of boundary treatment. |
| H51     | Lathallan House  | -              | 48               | Existing Supply Site | • Restoration of Category B-listed house and stables with enabling development subject to economic appraisal of need.  
• Detailed planning permission granted.  
• Development must address issues of listed building setting, landscape and boundary treatments, ecology and protected species.  
• Access to the site is to be from the A803. |
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Housing Capacity</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
</table>
| H52     | Castle View, Airth | 11.1           | 115              | Existing Supply Site | • Large greenfield extension on escarpment above village.  
• Masterplan required to address placemaking, layout and design issues, particularly the need to minimise impact of development in sensitive landscape.  
• Placemaking opportunity to provide high quality central open space surrounded by housing of varying density.  
• Southern portion of site has planning consent for 14 units.  
• Developer contributions required for enhancement of catchment education capacity and pedestrian access to village centre.  
• 25% affordable housing requirement. |
| H53     | Graham Terrace, Airth | 1.3            | 30               | Existing Supply Site | • Urban brownfield site on village main street.  
• Layout and design should incorporate high quality frontage along main street.  
• Developer contributions required for catchment education capacity enhancements and adjacent woodland management.  
• Development to avoid encroachment on woodland on escarpment edge.  
• Assessment of flood risk from small watercourse through site required.  
• 25% affordable housing requirement. |
| H54     | Airth Castle South | 1.0            | 15               | Existing Supply Site | • Small greenfield extension to round off southern edge of village.  
• Sensitive design required to avoid adverse impact on setting of Airth Castle and Airth Old Parish Church.  
• Developer contributions required for catchment education capacity enhancements and for improvements to adjacent path network.  
• Potential flood risk from Pow Burn to be assessed. |
| H55     | The Glebe, Airth   | 0.9            | 40               | New Proposal       | • Small greenfield extension to round off northern edge of village.  
• Development should provide strong structure planting on northern boundary and take access from same location on A905 as Castle View site.  
• Design to be sympathetic to adjacent housing and urban edge location in terms of scale and density and boundary treatments.  
• Developer contribution required for catchment education capacity enhancements.  
• Final form of development to take account of assessment of flood risk from nearby burn and any risk of encroachment onto coastal flood plain.  
• 25% affordable housing requirement. |
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Housing Capacity</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td><strong>Rural North - Torwood</strong></td>
</tr>
</tbody>
</table>
| H56    | Former Torwood School                         | 0.7            | 15               | Existing Supply Site | • Former school site on southern edge of village.  
• Opportunity for compact development sensitively designed to take account of site’s gateway status.  
• Site being assessed for Council new build.  
• Access to A9 should be integrated with current Glen Road junction.  
• Developer contributions required for catchment education capacity enhancements and traffic calming measures on A9. |
| H57    | McLaren Park, Torwood                         | 2.3            | 10               | Existing Supply Site | • Opportunity for high quality low density development on greenfield site.  
• Outline planning permission granted for 10 units with masterplan approved for plotted development.  
• Site to incorporate central open space which will contribute to alleviating open space deficiency in village and incorporate SUDs feature.  
• Potential of providing pedestrian links to enhance green corridor access route through neighbouring woodland towards Castle Crescent to be investigated. |
|        |                                               |                |                  |                 | **Rural South - Avonbridge**                                                                                                                                                                                   |
| H58    | Main Street/ Slamannan Road, Avonbridge       | 1.7            | 25               | Existing Supply Site | • Brownfield site on village main street.  
• Developable area restricted due to flood risk which requires to be assessed.  
• 6m buffer strip along River Avon which may include provision for access.  
• Within Pipeline Consultation Zone which will limit capacity.  
• 25% affordable housing requirement. |
| H59    | Slamannan Road 1, Avonbridge                  | 3.0            | 60               | Existing Supply Site | • Greenfield site on edge of village.  
• Requirement for structure planting and potential buffer zone to adjacent Wildlife Site may restrict developable area.  
• Within Pipeline Consultation Zone which will limit the development capacity of the site.  
• 25% affordable housing requirement. |
| H60    | Slamannan Road 2, Avonbridge                  | 0.9            | 10               | New Proposal     | • Greenfield site on edge of village.  
• Structure planting required to create landscaped edge to village.  
• Within Pipeline Consultation Zone which will limit capacity.  
• Developable area restricted due to flood risk which requires to be assessed.  
• 6m buffer strip along River Avon which should include provision for core path. Buffer strip also may be required along tributary. |
| H61    | Bridgehill, Avonbridge                        | 2.1            | 15               | Existing Supply Site | • Greenfield site between built up area and River Avon.  
• Developable area restricted due to flood risk which requires to be assessed. No built development shall take place on the functional flood plain or within an area of known flood risk.  
• Within Pipeline Consultation Zone which will limit capacity.  
• Structure planting required to mitigate landscape impact. |
| H62    | Bridgend Road, Avonbridge                     | 2.8            | 30               | New Proposal     | • Edge of settlement greenfield site bounded on three sides by housing.  
• Structure planting required to mitigate landscape impact.  
• Flood risk assessment of Lin Mill Burn required.  
• 6m buffer strip along Linn Mill Burn to be included in development layout.  
• Access from village to Linn Mill Burn to be secured.  
• 25% contribution required for affordable housing. |
## Appendix 1: Site Schedule

<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Housing Capacity</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rural South - California</strong></td>
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</tr>
<tr>
<td>H63</td>
<td>Cockmalane, California</td>
<td>1.2</td>
<td>33</td>
<td>Existing Supply Site</td>
<td>• Detailed planning permission granted.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Developer contribution towards education required by Section 75 agreement.</td>
</tr>
<tr>
<td>H64</td>
<td>Church Road 1, California</td>
<td>2.9</td>
<td>50</td>
<td>Existing Supply Site</td>
<td>• Greenfield site within village envelope.</td>
</tr>
<tr>
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<td>• Layout should integrate with Church Road Phase 1 development to the west.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• Structure planting required on eastern boundary.</td>
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<td></td>
<td>• 25% contribution required for affordable housing.</td>
</tr>
<tr>
<td>H65</td>
<td>Church Road 2, California</td>
<td>1.9</td>
<td>12</td>
<td>Existing Supply Site</td>
<td>• Greenfield extension to north east edge of village.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Approved development brief sets out guidelines for various aspects including layout, design, site access, landscape planting, and SUDs.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Developer contributions required for path maintenance in the local area in lieu of on-site open space.</td>
</tr>
<tr>
<td><strong>Rural South - Limerigg</strong></td>
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<tr>
<td>H66</td>
<td>Slamannan Road 1, Limerigg</td>
<td>6.3</td>
<td>65</td>
<td>Existing Supply Site</td>
<td>• Greenfield extension to village.</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>• Careful siting, design, structure planting and landscaping required to mitigate landscape impact, including 6m buffer strip along boundary watercourse.</td>
</tr>
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<td></td>
<td>• Flood risk assessment required.</td>
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<td>• Peat management plan required.</td>
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<td></td>
<td>• Developer contributions towards enhanced path network required.</td>
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<td></td>
<td>• Developer contributions towards education required.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• 25% contribution required for affordable housing.</td>
</tr>
<tr>
<td>H67</td>
<td>Slamannan Road 2, Limerigg</td>
<td>1.3</td>
<td>50</td>
<td>Existing Supply Site</td>
<td>• Outline planning permission previously granted.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Structure planting required to mitigate landscape impact.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>• Flood risk assessment required.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• No built development shall take place on the functional flood plain or within an area of known flood risk.</td>
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<td></td>
<td>• A suitable buffer strip shall be provided along the watercourse running along the southern perimeter of the site.</td>
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<td></td>
<td></td>
<td></td>
<td>• Peat management plan required.</td>
</tr>
<tr>
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<td></td>
<td>• Developer contributions towards education required.</td>
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<td></td>
<td>• 25% contribution required for affordable housing.</td>
</tr>
<tr>
<td>Ref No.</td>
<td>Site Name</td>
<td>Site Size (ha)</td>
<td>Housing Capacity</td>
<td>Status</td>
<td>Site Comments</td>
</tr>
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</tr>
</tbody>
</table>
| **Rural South - Shieldhill** | H68 Reddingmuirhead Road, Shieldhill | 0.8 | 10 | Existing Supply Site | • Small infill site on edge of village between existing housing.  
• Developable area may be restricted due to past mining activity and geotechnical survey will be required.  
• Housing frontages required onto Reddingmuirhead Road, with number of access points minimised.  
• Landscape impact to be addressed and ecological survey required. |
| | H69 Hillcrest, Shieldhill | 5.5 | 30 | New Proposal | • Greenfield site representing consolidation of existing development at Hillcrest Square/Tappernail Farm.  
• Skyline location of site requires sensitive landscape approach.  
• Substantial greenspace to be retained within site including extensive tree planting to contain new development, appropriate access provision and habitat enhancement.  
• 25% affordable housing requirement. |
| **Rural South - Slamannan** | H70 Hillend Farm, Slamannan | 29.0 | Unknown | Existing Supply Site with Amended Boundary | • Slamannan Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Large greenfield site providing opportunity for major long term (post 2024) village expansion.  
• Flood risk, ecological considerations, carbon rich soil, steep topography and structure planting will restrict developable area.  
• Masterplan required to consider site access, layout, design, open space, structure planting and phasing. |
| | H71 Avonbridge Road, Slamannan | 1.9 | 10 | Existing Supply Site | • Greenfield site on edge of village.  
• Developable area to be informed by results of flood risk assessment. |
| | H72 The Rumlie, Slamannan | 1.6 | 30 | Existing Supply Site | • Open space site on edge of village with play area and poor quality blaes pitch.  
• On-site play area should be provided and compensation for loss of blaes pitch is required.  
• Developable area to be informed by results of flood risk assessment.  
• Site being assessed for Council new build; otherwise 25% affordable housing requirement. |
| **Rural South - Standburn** | H73 Standburn West | 6.8 | 30 | Existing Supply Site | • Part brownfield site extending into countryside at west end of the village.  
• Approved SPG sets out guidelines covering layout, design, site access, structure planting and flood risk.  
• Developer contributions required for upgrading adjacent Core Path.  
• Peat management plan required.  
• 25% affordable housing requirement. |
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Housing Capacity</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Bonnybridge/Banknock</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H74</td>
<td>Garngrew Road, Haggs</td>
<td>3.2</td>
<td>20</td>
<td>New Proposal</td>
<td>• Greenfield site to the south and west of Haggs.</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>• Frontage treatment to Garngrew Road is essential. Planting required on western motorway side and on southern boundary of site.</td>
</tr>
<tr>
<td></td>
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<td></td>
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<td></td>
<td>• Site within Antonine Wall WHS buffer zone. Design and layout will have to address impact on the WHS.</td>
</tr>
<tr>
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<td></td>
<td>• Proportionate contributions towards M80(J7)/A803 slip road junctions and Bankier Primary School expansion required.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>• Air Quality Assessment required due to site’s proximity to Banknock and Haggs AQMA. Development may not be favoured on western part of the site.</td>
</tr>
<tr>
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<td></td>
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<td></td>
<td>• Noise Impact Assessment required due to site’s proximity to M80.</td>
</tr>
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<td></td>
<td>• 6m buffer strip along boundary watercourse to be included in layout, as informed by flood risk assessment. Opportunities to open up the culverted watercourse on site should also be investigated.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• 2 levels of surface water treatment with high quality SUDS required. Combined sewer retrofit may be required to make capacity for foul water connection.</td>
</tr>
<tr>
<td></td>
<td><strong>Larbert &amp; Stenhousemuir</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>H75</td>
<td>Pretoria Road</td>
<td>1.2</td>
<td>15</td>
<td>New Proposal</td>
<td>• Greenfield infill site between Denny Road and Pretoria Road. Development to take account of new access road to Larbert House/Stables.</td>
</tr>
</tbody>
</table>
## Mixed Use (Residential/Economic Development)

<table>
<thead>
<tr>
<th>Ref No</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Housing Capacity</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bo'ness Foreshore</td>
<td>17.5</td>
<td>750</td>
<td>Existing Supply Site</td>
<td>• Bo’ness Foreshore Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Major long term (post 2020) regeneration opportunity, focussed around revitalisation of dock and harbour and reconnection of Bo’ness Town Centre to the waterfront.</td>
</tr>
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<td></td>
<td>• Residential use likely to predominate but some retail/commercial, particularly as extension to Bo’ness Town centre, would be appropriate.</td>
</tr>
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<td></td>
<td>• Masterplan required.</td>
</tr>
<tr>
<td></td>
<td>Drum Farm South</td>
<td>13.0</td>
<td>120</td>
<td>Existing Supply Site with Amended Use</td>
<td>• Part of Bo’ness South East Strategic Growth Area and Eastern Gateway Strategic Business Location proposed for Class 4 business, housing, neighbourhood retail and pub/restaurant/tourism use. Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td></td>
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<td>• At least 7 hectares to be retained for Class 4 business.</td>
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<td>• Southern part of wider Drum Farm development for which masterplan has been prepared.</td>
</tr>
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<td></td>
<td>• Brief has been prepared for business use but requires revision to reflect amended uses.</td>
</tr>
<tr>
<td></td>
<td>Banknock North</td>
<td>23.8</td>
<td>504</td>
<td>Existing Supply Site</td>
<td>• Part of Banknock Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Site of former colliery, brickworks and landfill. Potential contamination should be investigated and remediated.</td>
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<td>• Council ‘minded to grant’ planning permission in principle.</td>
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<td></td>
<td>• Adopted development framework and approved masterplan in place for the site.</td>
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<td></td>
<td>• Development includes new village centre, affordable housing, comprehensive open space framework and local nature park.</td>
</tr>
<tr>
<td></td>
<td>Bonnybridge Town Centre</td>
<td>0.9</td>
<td>Unknown</td>
<td>Opportunity Area</td>
<td>• Opportunity to consolidate a number of vacant or underused sites.</td>
</tr>
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<td></td>
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<td>• Planning Brief/masterplan required to set out placemaking priorities.</td>
</tr>
<tr>
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<td></td>
<td>• Potential uses include retail, community, office, and residential.</td>
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<td></td>
<td>• Proposals to take account of flood risk assessment and changes in levels.</td>
</tr>
<tr>
<td></td>
<td>Broad Street</td>
<td>16.8</td>
<td>200</td>
<td>Existing Supply Site with Extended Boundary</td>
<td>• Part of Denny South East Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Greenfield settlement expansion site to be developed for mixed housing and business use.</td>
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<td></td>
<td>• Masterplan required.</td>
</tr>
<tr>
<td>Ref No.</td>
<td>Site Name</td>
<td>Site Size (ha)</td>
<td>Housing Capacity</td>
<td>Status</td>
<td>Site Comments</td>
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</tbody>
</table>
| M06     | Portdownie         | 15.6           | 500              | Existing Supply Site | • Part of Falkirk Canal Corridor Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• Major canalside regeneration opportunity for housing, business and leisure uses, incorporating new mooring basin.  
• Council ‘minded’ to grant planning permission in principle.  
• Masterplan required. |
| M07     | Westburn Avenue    | 5.4            | 100              | New Proposal      | • Brownfield site formerly occupied by Falkirk & District Royal Infirmary. Some infirmary buildings retained to form Falkirk Community Hospital.  
• Proposal to involve consolidation of community hospital, with new build, on western part of site, with residential development on surplus land. Potential also for business/commercial element.  
• Brief to be jointly prepared by Council and NHSFV to guide masterplan.  
• School capacity issues to be addressed, with option to pre-zone site to Bantaskine PS with appropriate contributions.  
• High quality frontages required to Westburn Avenue and Majors Loan, with retention/creation of avenue planting and stone walls/railings.  
• Requirement for on-site open space as well as contribution to off-site upgrading.  
• Potential flood risk associated with culverted watercourse to be investigated; high quality SUDs required.  
• 15% affordable housing requirement.  
• Developer contribution required towards A803 Corridor Improvements. |
| M08     | Grahamston         | 1.6            | Unknown          | Opportunity Area  | • Gateway area to town centre by road and rail, predominantly surface car parking, with range of potential enhancement and redevelopment opportunities.  
• Potential uses include retail/leisure/office/residential.  
• Further investigation of opportunities/priorities required prior to preparation of brief/masterplan for the area. |
| M09     | Falkirk East End   | 2.2            | Unknown          | Opportunity Area  | • Prominent site at east end of town centre offering redevelopment opportunities.  
• Site must provide for enhanced bus station.  
• Potential uses include retail/leisure/office/residential.  
• Further investigation of opportunities/priorities required prior to preparation of brief/masterplan for the area. |
| M10     | Bank Street        | 0.1            | 27               | Existing Supply Site | • Brownfield site providing opportunity for Town Centre uses including retail, leisure, office or residential.  
• Detailed planning permission previously granted for mixed use proposal. |
| M11     | Williamson Street  | 0.9            | 54               | Existing Supply Site | • Brownfield site providing opportunity for Town Centre uses including retail, leisure, office or residential.  
• Detailed planning permission previously granted for residential/retail use. |
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
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<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Grangemouth</strong></td>
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</tbody>
</table>
| M12    | Grangemouth Town Centre| 6.3            | Unknown          | Opportunity Area   | • Opportunity for redevelopment and extension of 1960s shopping centre.  
• Potential uses include retail, community, office, residential.  
• Marketing and design brief prepared.  
• Site lies within Major Hazard Consultation Zone.  
• Flood risk assessment required.  
• No built development shall take place on the functional flood plain or within an area of known flood risk.                                           |
|        | **Rural South**        |                |                  |                    |                                                                                                                                                                                                             |
| M13    | Stein’s Brickworks,    | 8.9            | 71               | New Proposal       | • Site of former brickworks adjacent to village.  
• Detailed planning permission for granted for housing, recreation and employment use.  
• Developer contributions required towards education, affordable housing and air quality monitoring.  
• Sources of potential contamination from previous industrial use should be investigated and remediated.  
• Proposals to take account of flood risk assessment.                                                                                                      |
|        | Allandale              |                |                  |                    |                                                                                                                                                                                                             |
| M14    | Whitecross             | 88.6           | 1500             | Existing Supply Site | • Whitecross Strategic Growth Area. Site requirements set out under Strategic Growth Area guidance.  
• New settlement incorporating the expansion of the village of Whitecross and incorporating the redevelopment of the Manuel Works site.  
• Proposals to include housing of mixed type and tenure, employment uses, new school, open space, community facilities and cemetery extension.  
• Council ‘minded to grant’ planning permission in principle.                                                                                              |
|        | **Bonnybridge/Banknock**|                |                  |                    |                                                                                                                                                                                                             |
| M15    | East Bonnybridge       | 19.9           | 200              | New Proposal       | • Greenfield expansion to the east of Bonnybridge involving green belt release.  
• Proposed uses are housing, nursing home, sports and recreation facilities, and green network enhancement.  
• Masterplan required which should address a number of issues including the presence of 2 high pressure gas pipelines crossing the site, and the associated health and safety constraints (see relevant HSE guidance).  
• Site lies within Antonine Wall World Heritage Site (WHS) Buffer Zone and adjacent to Forth & Clyde Canal. Detailed heritage assessment required, to demonstrate the extent of the impact on the setting of the scheduled monuments in the vicinity. Design and layout will have to address impact on the WHS and on the setting of the canal.  
• Extensive green network enhancement required including access, landscape and habitat improvements associated with Bonny Water, Rowan Tree Burn and Forth & Clyde Canal.  
• Flood risk assessment required.  
• Contributions required to address education capacity issues resulting from the development.  
• 15% affordable housing requirement.                                                                                                                   |
## Economic Development

<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Proposed Uses</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ED01</td>
<td>Bo’ness Industrial Estate</td>
<td>1.8</td>
<td>Business/industry/care home</td>
<td>Existing Supply Site</td>
<td>• Brownfield site in existing industrial area.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Planning permission granted for business use and care home.</td>
</tr>
<tr>
<td>ED02</td>
<td>Church Walk, Denny</td>
<td>1.3</td>
<td>Retail/community/office</td>
<td>Existing Supply Site</td>
<td>• Redevelopment of former 1960s retail and housing blocks.</td>
</tr>
<tr>
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<td></td>
<td>• Development brief prepared.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>• Detailed planning permission granted for retail and community uses.</td>
</tr>
<tr>
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<td></td>
<td>• Developer contribution required for DEAR as indicated in DEAR SPG.</td>
</tr>
</tbody>
</table>

**Appendix 1 : Site Schedule**

Falkirk Local Development Plan  July 2015
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Proposed Uses</th>
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</tr>
</thead>
</table>
| ED03    | Falkirk Gateway       | 27.4           | Non-food retail/business/leisure/tourism/motor retail   | Existing Supply Site | • Major mixed use commercial opportunity at eastern gateway to Falkirk.  
• Non-food retail restricted to 25,000 sq.m. gross bulky household goods floorspace.  
• Masterplan prepared for previous application but revision required in the light of amended site boundaries and market conditions. Development framework for Falkirk Gateway/ Stadium to be prepared providing context for revised masterplan(s).  
• Gateway site requires high quality development and unified landscape and public realm strategy.  
• Green network opportunities to be incorporated including linkages to Helix and east-west greenspace corridor linking to college and Town Centre.  
• Masterplan should take account of the Forth & Clyde Canal, including the need to safeguard any existing canal related drainage regime and maximise the potential for surface water from any development to discharge into and thereby maintain water levels in the canal.  
• Substantial on- and off-site infrastructure required, to be funded by developer contributions.  
• Flood risk assessment required.  
• Site lies within a Major Hazard Consultation Zone. |
| ED04    | Falkirk Stadium       | 18.2           | Leisure/tourism/business                                | Existing Supply Site | • East stand of stadium still to be built.  
• Development framework for Falkirk Gateway/ Stadium to be prepared providing context for masterplan.  
• Development should maximise opportunities to improve connectivity of the Falkirk/Grangemouth component of the green network;  
• Opportunity for business/leisure uses as part of stadium structure. Further free-standing development acceptable provided it conforms with site masterplan.  
• Site lies within a Major Hazard Consultation Zone.  
• Substantial on- and off-site infrastructure required to be funded by developer contributions.  
• Development to avoid area of potential flood risk close to minor watercourse in south-east corner of site, as identified by flood risk assessment. |
| ED05    | Abbotsford Business Park | 13.6        | Business/industry                                      | Existing Supply Site | • Site of former Alcan works.  
• Masterplan prepared.  
• Roads, drainage and landscape infrastructure installed to create serviced plots.  
• Developer contributions required for off-site road improvements. |
| ED06    | Caledon Business Park  | 15.5           | Business/industry                                      | Existing Supply Site with Extended Boundary | • Opportunity for business/industry development comprising rationalisation or redevelopment of existing Bog Road Industrial Estate and additional greenfield land to rear.  
• Planning permission in principle granted with approved masterplan.  
• On-site infrastructure provision required as well as provision of new site access at Bog roundabout.  
• Amenity of adjacent residential area to be protected.  
• Strong landscape framework required at eastern end of site as contribution to green network in accordance with masterplan.  
• Developer contributions required for off-site road and active travel improvements. |
| ED08    | Rosebank Distillery   | 0.7            | Business/leisure/tourism                               | Existing Supply Site | • Category B listed former distillery building providing canalside opportunity for conversion for business/leisure/tourism uses.  
• Planning brief prepared.  
• Planning permission previously granted for pub/restaurant/offices. |
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Proposed Uses</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ED09</td>
<td>Callendar Business Park</td>
<td>0.7</td>
<td>Class 4 business</td>
<td>Existing Supply Site</td>
<td>• Remaining plot within Callendar Business Park.</td>
</tr>
<tr>
<td>ED10</td>
<td>Falkirk Town Centre Townscape Heritage Initiative (THI)</td>
<td>3.7</td>
<td>Townscape enhancement</td>
<td>HLF Funding Secured</td>
<td>• £5m Heritage Lottery funded project to improve the physical historic fabric of part of Falkirk Town Centre through repairs, shopfront grants, public realm enhancement etc.</td>
</tr>
<tr>
<td>ED11</td>
<td>Redbrae Road, Camelon</td>
<td>1.4</td>
<td>Retail/business/leisure</td>
<td>New Proposal</td>
<td>• Cleared site suitable for retail, business or leisure uses to complement adjacent commercial areas. • Detailed planning permission granted for retail foodstore on southern part of site.</td>
</tr>
<tr>
<td>ED12</td>
<td>Earlsgate Park</td>
<td>9.8</td>
<td>Business/industry</td>
<td>Existing Supply Site</td>
<td>• Site part of Grangemouth Investment Zone National Development identified in NPF3. • Remainder of partially developed business park close to M9 Junction 6. • Within Major Hazard Consultation Zone. • Proposals to take account of findings of Grangemouth Flood Risk Study Phase 2. • Sources of potential contamination from previous industrial use should be investigated and remediated.</td>
</tr>
<tr>
<td>ED13</td>
<td>Glensburgh</td>
<td>4.5</td>
<td>Business/industry/motor retail</td>
<td>Existing Supply Site</td>
<td>• Prominent site at northern entrance to Grangemouth and close to Helix, requiring high design standards. • Final form and layout of development to take account of possible M9 slip road realignment, likely poor ground conditions on infilled area of former Forth and Clyde Canal, and findings of Grangemouth Flood Risk Study Phase 2. • Developer contributions required to upgrade transport network.</td>
</tr>
<tr>
<td>ED14</td>
<td>South Bridge Street</td>
<td>2.9</td>
<td>Business/industry</td>
<td>Existing Supply Site</td>
<td>• Site part of Grangemouth Investment Zone National Development identified in NPF3. • Site with prominent location at entrance to Grangemouth Docks and Town Centre requiring high design standards. • Proposals should take account of major hazards consultation zones and of findings of Grangemouth Flood Risk Study Phase 2 which will inform extent and form of development. • Sources of potential contamination from previous industrial use should be investigated and remediated. • Developer contributions required for off-site road improvements.</td>
</tr>
<tr>
<td>Ref No.</td>
<td>Site Name</td>
<td>Site Size (ha)</td>
<td>Proposed Uses</td>
<td>Status</td>
<td>Site Comments</td>
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</tr>
</tbody>
</table>
| ED15   | Grangemouth Docks         | 37.2           | Port related industry/ storage and distribution/ logistics/ renewable energy  | Existing Supply Site | • Site part of Grangemouth Investment Zone National Development identified in NPF3.  
• Various vacant or underused areas within Grangemouth Docks.  
• Sites should be developed in accordance with masterplan agreed between Forth Ports and Falkirk Council which should support the principles of Grangemouth Investment Zone National Development.  
• Final extent and form of development to be assessed against findings of Grangemouth Flood Risk Study Phase 2.  
• Proposals should take account of Major Hazard Consultation Zones.  
• Developer contributions required to upgrade access to strategic transport network.  
• For permission to be granted, proposals must be accompanied by a masterplan and project-specific information to inform an appropriate assessment. This will allow the competent authority to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, and Outer Forth and Tay Bay Complex pSPA, either alone or in combination with other plans or projects.  
• The Appropriate Assessment should consider mitigation of disturbance during construction. |
| ED16   | Ineos Redevelopment       | c.40           | Chemicals/ biochemicals/ industry                                             | Existing Supply Site | • Site part of Grangemouth Investment Zone National Development identified in NPF3.  
• Collection of discrete sites within Ineos landholding previously undeveloped or cleared for redevelopment.  
• Opportunity for chemicals related or general business development.  
• Proposals must take account of Major Hazard Consultation Zones and findings of Grangemouth Flood Risk Study Phase 2.  
• For permission to be granted, proposals must be accompanied by a masterplan and project-specific information to inform an appropriate assessment. This will allow the competent authority to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, and Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects.  
• The Appropriate Assessment relating to the Firth of Forth SPA is likely to require collection of new bird survey data that identifies which of the qualifying species use the River Avon and adjoining land within the site.  
• The Appropriate Assessment should demonstrate no adverse effects on the integrity of the site arising from disturbance during construction.  
• Developer contributions required for off-site road improvements. |
| ED17   | Wholeflats Business Park  | 4.2            | Chemicals/ biochemicals/ industry                                             | Existing Supply Site | • Site part of Grangemouth Investment Zone National Development identified in NPF3.  
• Council owned site partially developed as business park situated off Inchyra Road.  
• Proposals must take account of major hazards consultation zones and findings of Grangemouth Flood Risk Study Phase 2.  
• Developer contributions likely to upgrade M9 Junction 5 motorway access.  
• For permission to be granted, proposals must be accompanied by a masterplan and project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, and Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects. |
## Grangemouth

<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Proposed Uses</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ED18</td>
<td>Little Kerse</td>
<td>-</td>
<td>Leisure/tourism</td>
<td>Opportunity Site</td>
<td>• Expansion of outdoor recreation business. The scale and nature of the activity to be compatible with the green belt location.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Developer contributions likely to upgrade M9 Junction 5 motorway access.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Proposals must take account of major hazards consultation zones and findings of Grangemouth Flood Risk Study Phase 2.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Site lies within Antonine Wall WHS Buffer Zone.</td>
</tr>
</tbody>
</table>

## Larbert & Stenhousemuir

<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Proposed Uses</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ED19</td>
<td>Glenbervie</td>
<td>13.4</td>
<td>Business/industry</td>
<td>Existing Supply Site</td>
<td>• Former Scottish Enterprise inward investment site.</td>
</tr>
<tr>
<td></td>
<td>Central/Glenbervie</td>
<td>8.1</td>
<td>Business/industry</td>
<td>Existing Supply Site</td>
<td>• Connectivity recently enhanced with completion of east facing slips to M876.</td>
</tr>
<tr>
<td></td>
<td>Business Parks</td>
<td></td>
<td></td>
<td></td>
<td>• On site services and infrastructure remain to be installed.</td>
</tr>
<tr>
<td></td>
<td>Hill of Kinnaird</td>
<td>9.9</td>
<td>Business/industry</td>
<td>Existing Supply Site</td>
<td>• Assessment of potential flood risk from minor watercourse flowing through site required and 6m buffer strip to be included in development layout.</td>
</tr>
<tr>
<td>ED22</td>
<td>Kinnaird Village Centre</td>
<td>0.5</td>
<td>Retail, leisure/ business</td>
<td>Existing Supply Site</td>
<td>• Approved masterplan of wider Strategic Growth Area provides for this area to be allocated for business and industry.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Site servicing to be co-ordinated with wider development.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Other site requirements set out under Strategic Growth Area guidance.</td>
</tr>
</tbody>
</table>

- Local Centre identified in Bellsdyke Masterplan.
- Planning permission granted May 2012 for 6 retail units.
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Site Name</th>
<th>Site Size (ha)</th>
<th>Proposed Uses</th>
<th>Status</th>
<th>Site Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ED23</td>
<td>Gilston</td>
<td>54.4</td>
<td>Business/leisure/tourism/distribution/motor retail/local retail</td>
<td>Existing Supply Site</td>
<td>• Large strategic employment site next to M9 Junction 4.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Planning permission in principle granted and masterplan approved for mixed industrial, commercial and tourism uses on southern part of site. Linking masterplan required for remainder of site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Access from A803 under construction.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Gilston Burn provides opportunity for green corridor through site, incorporating buffer strip to watercourse.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• A flood risk assessment shall be required and no built development shall take place on the functional flood plain or within an area of known flood risk.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Surface water drainage to be subject to high quality SUDs treatment.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>• Developer contribution required to M9 Junction 4.</td>
</tr>
<tr>
<td>ED24</td>
<td>Beancross</td>
<td>5.5</td>
<td>Business/leisure/tourism</td>
<td>New Proposal</td>
<td>• Opportunity to provide national headquarters offices for existing garden centre operator. Site comprises existing garden centre and adjacent greenfield land to east.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Site within green belt and Antonine Wall WHS Buffer Zone. Scale of development to be subject to assessment of landscape capacity and impact, and justified in terms of business need. Detailed heritage assessment required, to assess the extent of the impact on the setting of the scheduled monument and the Antonine Wall WHS in the vicinity.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Site layout to include 6m buffer strip along watercourse on western boundary.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Flood risk and impact on M9 Junction 5 also require to be assessed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Contribution to green network required through landscape and access improvements.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Developer contributions likely to upgrade M9 Junction 5 motorway access.</td>
</tr>
<tr>
<td>ED25</td>
<td>A801 Union Canal</td>
<td>-</td>
<td>Business/leisure/tourism</td>
<td>Existing Supply Site</td>
<td>• Canalside leisure/business opportunity.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Planning permission in principle granted for marina, visitor facility and tourism accommodation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Assessment of potential flood risk from the Gilston Burn required.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Surface water drainage to be subject to high quality SUDs treatment.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Development of the site should be undertaken sensitively to avoid having an adverse effect on the Union Canal.</td>
</tr>
</tbody>
</table>
## Infrastructure

<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Project</th>
<th>Status</th>
<th>Description and Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>INF01</td>
<td>M9 Junction 6</td>
<td>Existing Project Carried Forward</td>
<td>Junction Improvement identified in Transport Scotland’s Strategic Transport Projects Review; need identified in NPF3/Grangemouth Investment Zone National Development.</td>
</tr>
<tr>
<td>INF02</td>
<td>Long Term M9 Junction Upgrade</td>
<td>New Proposal</td>
<td>Longer term upgrade to Junction 6, possibly developing new slip roads. Identified in STPR as part of Project 20 and improved transport links are identified in National Planning Framework 3/Grangemouth Investment Zone National Development.</td>
</tr>
<tr>
<td>INF03</td>
<td>M9 Junction 5</td>
<td>Existing Project Carried Forward</td>
<td>Junction Improvement; need identified in Grangemouth Investment Zone National Development.</td>
</tr>
<tr>
<td>INF04</td>
<td>M9 Junction 4</td>
<td>Existing Project Carried Forward</td>
<td>Signalisation and localised widening required to slips roads.</td>
</tr>
<tr>
<td>INF05</td>
<td>M9 Junction 3</td>
<td>Existing Safeguarding Carried Forward</td>
<td>Land safeguarded for northern part of new west facing slips.</td>
</tr>
<tr>
<td>INF06</td>
<td>M80 Junction 7</td>
<td>New Proposal</td>
<td>Upgrade required to junctions of motorway slip roads with A803 to accommodate settlement growth.</td>
</tr>
<tr>
<td>INF07</td>
<td>A801 Corridor (Avon Gorge)</td>
<td>Existing Project Carried Forward</td>
<td>New bridge and approach roads required to improve link between M9 and M8; need identified in Grangemouth Investment Zone National Development.</td>
</tr>
<tr>
<td>INF08</td>
<td>Edinburgh - Glasgow railway electrification</td>
<td>National Proposal</td>
<td>Electrification of railways in Council area under Edinburgh-Glasgow Improvement Programme (EGIP).</td>
</tr>
<tr>
<td>INF09-10</td>
<td>Station Site Safeguarding at Grangemouth and Bonnybridge</td>
<td>Existing Site Safeguarding Carried Forward</td>
<td>Safeguarding of sites for stations at Grangemouth and Bonnybridge.</td>
</tr>
<tr>
<td>INF11</td>
<td>Falkirk A803 Corridor Improvements</td>
<td>Existing Project Carried Forward</td>
<td>Improvements to A803 corridor required to enable development in the vicinity. Includes junction upgrades and potential future bus lanes on Glasgow Road to support sustainable transport.</td>
</tr>
<tr>
<td>INF12</td>
<td>Falkirk A904 Corridor Improvements</td>
<td>Existing Project Carried Forward</td>
<td>Upgrades of A904 from Middlefield to Earlsferry and A9 in vicinity of Westfield Roundabout required to facilitate Falkirk Gateway development.</td>
</tr>
</tbody>
</table>

**Falkirk Local Development Plan**  July 2015
<table>
<thead>
<tr>
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<th>Project</th>
<th>Status</th>
<th>Description and Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transport</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| INF13  | Falkirk Bus Station | Existing Project Carried Forward | • Upgrade of bus station.  
• Project integral to redevelopment of Falkirk Town Centre East End. |
| INF14  | Denny Eastern Access Road | Existing Project Carried Forward | • New road providing eastern bypass of Denny Town Centre and access to South-east Denny Strategic growth Area sites at Mydub Farm.  
• To be funded by developer contributions from impacting sites.  
• Robust structure planting required on countryside edge to form strong boundary with countryside and green belt and to form part of a wider broadleaved habitat corridor. |
| **Drainage & Flooding** |
| INF15-21 | Airth, Torwood, Whitecross, Avonbridge, Bo’ness, Denny, Dalderse WWTWs | New Proposals | • Upgrades to various Waste Water Treatment Works to accommodate community growth.  
• Upgrade of Airth WWTW completed.  
• A growth project has also recently been promoted for Torwood WWTW.  
• Scottish Water recognise that Whitecross WWTW will need to be upgraded in medium term to accommodate Strategic Growth Area development.  
• For permission to be granted at Airth and Bo’ness, proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects.  
• For Bo’ness and Airth the Appropriate Assessment should consider mitigation of disturbance during construction, and impact of discharges on the feeding habitat used by qualifying species, as highlighted in the LD PHRA.  
• Avonbridge, Bo’ness, Denny, Dalderse upgrades likely to be in 2024-34 plan period.  
• To be funded by Scottish Water. |
| INF22  | Grangemouth Flood Defences | New Proposal | • Flood prevention scheme stretching from north of River Carron to Kinneil, likely to be developed in several phases.  
• Need identified in Grangemouth Investment Zone National Development.  
• Detailed design work in preparation.  
• Project is scheduled to by ready by 2015 for inclusion in Forth Estuary Flood Risk Management Plan.  
• Proposals will be developed within the Local Flood Risk Management Plan (LFRMP) which will be subject to Habitats Regulations Appraisal. For permission to be granted, detailed proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow the competent authority to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects.  
• The Appropriate Assessment should consider mitigation of disturbance during construction, changes in sediment movement and impacts on quality of feeding and high tide roost sites for qualifying species, timing of construction in relation to other adjacent schemes, and opportunities for coastal habitat creation through creation through set-back schemes, as highlighted in the LD PHRA.  
• To be funded partially through TIF. |
<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Project</th>
<th>Status</th>
<th>Description and Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>INF23</td>
<td>Forth Valley College</td>
<td>New Proposal</td>
<td>Delivery of a new campus as part of comprehensive redevelopment of the existing site.</td>
</tr>
</tbody>
</table>
| INF24  | Larbert High School | New Proposal | • Capacity enhancements at Larbert High School involving conversion of neighbouring Carrongrange school accommodation.  
  • New capacity to be part funded by Scottish Government grant. |
| INF25-26 | Denny, St Mungo’s High Schools | New Proposals | • Capacity enhancements at secondary schools experiencing community growth within their catchments.  
  • New capacity to be part funded by developer contributions from catchment sites. |
| INF27  | Whitecross New School | Existing Proposal Carried Forward | • New two stream primary school required for Whitecross new settlement.  
  • Developer funded. |
| INF28-32 | Bankier, Head of Muir, Denny, Bantaskin and Maddiston Primary Schools | New Proposals | • Significant capacity enhancements to these Primary Schools to support community growth in catchment settlements.  
  • To be funded by developer contributions from impacting sites. |
| INF33  | Falkirk Community Hospital | New Proposal | • Consolidation of existing community hospital, including new build facilities.  
  • Timescale dependent on funding. |

**Waste Management**

<table>
<thead>
<tr>
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</tr>
</thead>
</table>
| INF34  | Avondale Waste Management Site | Existing Proposal Carried Forward | • Safeguarded site for extension to existing landfill facility, subject to conformity with Zero Waste Plan.  
  • Extension to be assessed against landscape and environmental criteria.  
  • Potential ecological impacts on adjacent Avon Gorge SSSI and Avonbank SINC should be addressed.  
  • Land raising in River Avon floodplain to be avoided.  
  • Pipeline Consultation Zone which will limit capacity.  
  • For permission to be granted, proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects. |
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<thead>
<tr>
<th>Ref No.</th>
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<th>Opportunity Type</th>
<th>Description and Comments</th>
</tr>
</thead>
</table>
| GN01   | John Muir Trail     | Strategic Route/Corridor          | • Section of national long distance route within Falkirk Council area, stretching from Shore Wood, east of Blackness to Firth and Clyde Canal, west of Banknock.  
• Opportunity for access and landscape improvements along the entire length of the trail.  
• Particular opportunities for path creation between Blackness and Bo’ness and improvements at Fisher’s Brae.  
• In respect of proposals affecting the River Forth, for permission to be granted, proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects. |
| GN02   | Kinneil Kerse      | Habitat Enhancement Area          | • Former landfill site which directly abuts the Firth of Forth SPA.  
• Habitat enhancement proposals will focus around landfill restoration and enhancing and creating new supporting habitat for qualifying species of the Firth of Forth SPA. This will include protection of existing high tide roost sites and creation of suitable refuge areas.  
• Possible construction of new visitor facilities for bird viewing.  
• In respect of proposals affecting the River Forth, for permission to be granted, proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects. |
| GN03   | Bothkennar/Skinflats | Habitat Enhancement Area          | • Coastal habitats to the north of the mouth of the River Carron.  
• Opportunities to create new supporting habitat for SPA supporting species and new visitor facilities for bird viewing, and to improve access to the area from the Helix.  
• Creation of new supporting habitat could involve the managed realignment of the coast which would help to reduce overall flood risk in the area and could contribute to the achievement of river basin planning objectives.  
• For permission to be granted any proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects. |
| GN04   | Kincardine-South Alloa | Strategic Route/Corridor          | • Opportunity to create missing link in Round the Forth Foreshore Path from Airth Sewage Works to Dunmore, and to create path along A905 from Airth to South Alloa.  
• For permission to be granted any proposals for new access routes must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects. |
<table>
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<tbody>
<tr>
<td></td>
<td>Carse</td>
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</tr>
<tr>
<td>GN05</td>
<td>Carse Peatland Restoration</td>
<td>Habitat Enhancement Area</td>
<td>• Opportunity for restoration of peatland at Letham Moss and peatland habitat enhancement at Dunmore Moss.</td>
</tr>
<tr>
<td>GN06</td>
<td>Waterslap</td>
<td>Landscape Enhancement</td>
<td>• Opportunity for enhancement of an abandoned opencast site which lies between Airth and Letham and forms part of setting of Airth Castle.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Potential river restoration on Pow Burn to improve habitat and flood attenuation value.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Potential to improve access to site from Airth and Letham.</td>
</tr>
<tr>
<td>GN07</td>
<td>Dunmore Wood</td>
<td>Landscape Enhancement</td>
<td>• Opportunities for woodland management and access improvement.</td>
</tr>
<tr>
<td></td>
<td>Upper Carron/Lower Carron</td>
<td></td>
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</tr>
<tr>
<td>GN08</td>
<td>River Carron Corridor</td>
<td>Strategic Route/Corridor</td>
<td>• Communities Along the Carron Initiative aims to enhance the River Carron’s function as a recreational resource for riparian communities.</td>
</tr>
<tr>
<td></td>
<td>Improvements</td>
<td></td>
<td>• Opportunity to create River Carron Trail including access improvements at Carrongrove, Denny East to Lochlands, and new bridge across the Carron connecting Carronshore to Abbotshaugh and the Helix.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Further opportunities for habitat restoration and invasive species clearance.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• New bridge proposals must be designed to avoid adverse effect on the Firth of Forth SPA as identified in a project-specific Appropriate Assessment. Works must not cause any impact in terms of the Water Framework Directive.</td>
</tr>
<tr>
<td></td>
<td>Falkirk-Grangemouth Corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GN09</td>
<td>Helix</td>
<td>Landscape Enhancement</td>
<td>• First phases of the Helix project are well underway involving creation of new parkland, sentinels, Kelpie sculptures, and a new section of canal.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Opportunities remain to enhance landscape setting of the Helix where it abuts a industrial urban edge and to improve internal path networks and access to the Helix from its surrounding communities.</td>
</tr>
<tr>
<td>GN10</td>
<td>East Falkirk Open Space</td>
<td>Urban Corridor</td>
<td>• Opportunity to improve access to the Helix from Falkirk Town Centre.</td>
</tr>
<tr>
<td></td>
<td>Corridor</td>
<td></td>
<td>• Opportunity comprises creation of new open space corridor and access network through development sites at Forth Valley College Campus and Falkirk Gateway between the Helix and Victoria Park.</td>
</tr>
<tr>
<td></td>
<td>South Falkirk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GN11</td>
<td>Roughcastle</td>
<td>Recreational Node</td>
<td>• Opportunity to build on existing recreational and access infrastructure through provision of further visitor facilities.</td>
</tr>
<tr>
<td>GN12</td>
<td>Rowan Tree/Carmuirs Burn</td>
<td>Habitat Enhancement Area</td>
<td>• Past industrial activity has resulted in a legacy of ferruginous discharges into the Rowan Tree and the Carmuirs Burn.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Opportunities for interception of pollutants before they enter into the burns to improve water quality, river restoration through culvert removal and watercourse naturalisation; and habitat enhancement through introduction of riparian buffers.</td>
</tr>
<tr>
<td>GN13</td>
<td>Lionthorn Policy Bing</td>
<td>Recreational Node</td>
<td>• Opportunity to develop new recreational greenspace on blaes playing fields, building on tree planting, habitat creation and access works previously carried out through Lionthorn Greenspace Project.</td>
</tr>
<tr>
<td></td>
<td>South Bo’ness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GN14</td>
<td>Kinnell Estate</td>
<td>Recreational Node</td>
<td>• Opportunity to develop visitor facilities in the Kinnell Estate along with continuing management of the woodland close to Antonine Wall World Heritage Site.</td>
</tr>
<tr>
<td>GN15</td>
<td>Bo’ness Open Space</td>
<td>Urban Corridor</td>
<td>• Opportunity to improve quality, function and diversity of open space corridors within Bo’ness.</td>
</tr>
<tr>
<td></td>
<td>Corridors</td>
<td></td>
<td>• Corridors incorporate contiguous open spaces such as Deanburn Glen and Maidenpark, Grahamsdyke playing fields and Newton Park and The Drum, Kinningars Park and Crookies.</td>
</tr>
<tr>
<td>Ref No.</td>
<td>Opportunity Type</td>
<td>Description and Comments</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>--------------------------</td>
<td></td>
</tr>
</tbody>
</table>
| GN16   | Lower Braes Southern Fringe | **Landscape Enhancement**  
• Opportunities to improve landscape setting of Lower Braes villages through woodland planting and other schemes to soften the urban edge.  
• Further opportunities to improve recreational access to the wider countryside, and habitat connectivity between nature conservation sites in the Lower Braes southern fringe. |
| GN17   | Lathallan/Avonglen | **Habitat Enhancement Area**  
• Opportunity for habitat enhancement at the former Avon Glen Quarry.  
• Opportunity for access improvements to link with path network surrounding Lathallan House. |
| GN18   | Polmont Open Space Corridors | **Urban Corridor**  
• Opportunity to improve the quality, function and diversity of open space corridors running through the Polmont area.  
• Opportunities focus on the corridors of the Polmont Burn, Westquarter Burn, and Union Canal, contiguous open spaces and open spaces linking into these corridors. |
| GN19   | Mid Braes Habitat Connectivity | **Habitat Enhancement Area**  
• Opportunity to create new bog and wetland habitat to improve habitat connectivity between existing significant bog and wetland habitats in the Mid Braes.  
• Opportunities may extend to peatland restoration schemes in areas such as Gardrum Moss, Darnrigg Moss and Drumbroider Moss.  
• For permission to be granted proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Slamannan Plateau SPA, either alone or in combination with other plans or projects. |
| GN20   | Black Loch Access | **Strategic Route/Corridor**  
• Opportunity to create new path to the south of Black Loch to enable access around the loch.  
• For permission to be granted any new path proposals must be accompanied by project-specific information to inform an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Black Loch Moss SAC, either alone or in combination with other plans or projects. |
| GN21   | Upper Braes Peatland Restoration | **Habitat Enhancement Area**  
• Opportunity for restoration/enhancement of peatland habitat at Garbethill, Fannyside and Wester Arnloss.  
• For permission to be granted proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Slamannan Plateau SPA, either alone or in combination with other plans or projects. |
## North Larbert

<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Opportunity</th>
<th>Opportunity Type</th>
<th>Description and Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>GN22</td>
<td>Torwood</td>
<td>Recreational Node</td>
<td>• Opportunity for woodland management and development of outdoor access network around Torwood.</td>
</tr>
<tr>
<td>GN23</td>
<td>Kinnaird/Carron Policies</td>
<td>Landscape Enhancement</td>
<td>• Opportunity for management and reinforcement of remnant parkland landscapes along eastern edge of Stenhousemuir and Carronshore.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• M9 buffer planting as part of Bellsdyke/Hill of Kinnaird urban expansion.</td>
</tr>
<tr>
<td>GN24</td>
<td>Larbert Open Space Corridors</td>
<td>Urban Corridor</td>
<td>• Opportunity to improve quality, function and diversity of open space corridors running through the Larbert and Stenhousemuir.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Opportunities focus on the open spaces running along Chapel Burn between the River Carron and Bellsdyke Road, and the How Burn between River Carron and Larbert Main Street.</td>
</tr>
<tr>
<td>GN25</td>
<td>Glenbervie to Denny</td>
<td>Strategic Route/Corridor</td>
<td>• Opportunity to provide missing link in the core path network to enable a circular route between North Broomage and Denny via Glenbervie and Torwood.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Complementary opportunities to improve the path network in Torwood and Dales Wood.</td>
</tr>
</tbody>
</table>

## Avon

<table>
<thead>
<tr>
<th>Ref No.</th>
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<th>Description and Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>GN26</td>
<td>River Avon Corridor</td>
<td>Strategic Route/Corridor</td>
<td>• Extensive work completed over the past few decades to create the River Avon Heritage Trail running along the River Avon from Avonbridge to Linlithgow Bridge.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Opportunities remain to extend the access network downstream from Linlithgow Bridge to Grangemouth and upstream from Avonbridge to Slamannan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• For permission to be granted new access proposals must be accompanied by project-specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Slamannan Plateau SPA, either alone or in combination with other plans or projects.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Opportunity to enhance and extend riparian habitat and access through phased restoration of Avondale landfill site.</td>
</tr>
<tr>
<td>GN27</td>
<td>Muiravonside</td>
<td>Recreational Node</td>
<td>• Opportunity to enhance visitor attractions and recreational facilities, and improve woodland management at Muiravonside Country Park.</td>
</tr>
<tr>
<td>Ref No.</td>
<td>Opportunity</td>
<td>Opportunity Type</td>
<td>Description and Comments</td>
</tr>
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</tr>
<tr>
<td>GN28</td>
<td>Denny-Falkirk Path</td>
<td>Strategic Route/Corridor</td>
<td>• Opportunity to link Denny and Camelon/Falkirk utilising solum of disused railway line. Requires two new bridges to cross the Bonny Water and M876.</td>
</tr>
<tr>
<td>GN29</td>
<td>Bonnywood to Denny-Falkirk Path</td>
<td>Strategic Route/Corridor</td>
<td>• Opportunity to create a new path link between Bonnybridge and the proposed Denny-Falkirk Path (see GN28)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Opportunity comprises creation of new path from the edge of existing network at Bonnywood to the currently disused railway line, involving construction of new ramp to connect to disused railway line.</td>
</tr>
<tr>
<td>GN30</td>
<td>Bonnyfield Expansion</td>
<td>Recreational Node</td>
<td>• Opportunities exist to expand Bonnyfield Local Nature Reserve (LNR) to incorporate wetland habitat at Parkfoot Moss to west of bonded warehouse complex.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Further opportunities to improve access to LNR from Seabegs Road area via Seabegs Pend under Forth and Clyde Canal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Opportunities to enhance riparian habitat along the Bonny Water.</td>
</tr>
<tr>
<td>GN31</td>
<td>Portdownie/Falkirk Canal Corridor</td>
<td>Urban Corridor</td>
<td>• Opportunity to improve the visual quality of the Forth and Clyde Canal corridor through Falkirk from Portdownie to the Helix.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Particular opportunities to create new access and public realm along canal through development opportunities at Portdownie, Rosebank, Merchiston Road, Gowan Avenue, Etna Road and the Falkirk Gateway.</td>
</tr>
<tr>
<td>GN32</td>
<td>Bantaskine</td>
<td>Recreational Node</td>
<td>• Opportunities for further enhancement of park including interpretation, path creation (as part of the John Muir Trail), canal moorings, tourist facilities and additional allotments.</td>
</tr>
</tbody>
</table>
### Bo’ness Foreshore - Site M01

#### Land Use/Design/Placemaking/Green Network
- The creation of a high quality new urban quarter, drawing inspiration from the town’s historic character.
- Residential uses predominating to cross-fund infrastructure, but with significant commercial, leisure and community components.
- Restoration and maintenance of the Dock and Harbour as a fundamental component of the project, with use of the waterspace optimised as a focus of activity and as a development setting.
- Linkages to be secured between the foreshore site, the Town Centre and the SRPS site.
- Resolution of the future land requirements and planning of the Bo’ness Station site and the environmental and amenity issues created by the operation of the railway and the restoration and maintenance of the SRPS collection.
- Clear strategy for open space, landscaping and pedestrian/cycle access required.
- Development should incorporate a landscape framework with high ecological sensitivity which aims to extend the Forth Estuary green network through the site.

#### Constraints
- Health and safety constraints arising from the proximity of the BP Forties pipeline to be addressed.
- Resolution of flood risk issues, which may impact on the scale, form and layout of development, through a flood risk assessment, bearing in mind that the site has been identified as being at medium to high risk of flooding.
- Potential requirement to enhance capacity of sewage treatment works to be addressed.
- For permission to be granted, proposals must be accompanied by a masterplan and project specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Firth of Forth SPA, River Teith SAC, or Firth of Forth and St Andrew’s Bay Complex pSPA, either alone or in combination with other plans or projects.
- The Appropriate Assessment should consider mitigation of disturbance during construction, avoidance of pollution from contaminated harbour sediment, surface water collection and treatment, lighting and harbour recreational management.
- Potential off-site road network constraints and upgrading to be addressed through Transport Assessment.
- Poor ground conditions and sources of potential contamination from past industrial use to be addressed.

#### Developer Contributions
- Provision of, or contributions to, open space, community space, public transport, and education provision.
### Bo’ness South East Sites H01, H02, H03 & M02

#### Land Use/Design/Placemaking/Green Network

**Drum Farm North (H01)**
- Development to conform to existing approved masterplan. Detailed planning permission has previously been granted.
- Housing to deal appropriately with slopes on site avoiding excessive underbuilding.
- Denser development and attractive public realm appropriate at central part of ridge as focal point for Drum development.
- Connecting open space to link from existing open space between Phases 2/3 to Kinningars Park.
- Management of Kinningars Park woodland to be implemented and care required regarding interface of woodland with development.
- Pedestrian/cycle route required along ridge connecting from Grahamsdyke Road to cemetery and Carriden Brae.

**Drum Farm South (M02)**
- Approved development brief for business to be updated to reflect mixed use, and integration of housing/neighbourhood retail/pub/restaurant, although principles will remain relevant.
- Significant contribution required to South Bo’ness green network, extending existing Kinglass Community Woodland through strong structure planting framework on southern, eastern and western boundaries, and parkland corridor incorporating SU DS on northern edge.
- Paths links required running north-south and east-west through site, connecting into countryside to the south (following public right of way) and to core path and community woodland to west.
- Bespoke landmark buildings required at entrance to site, and high quality frontages on to parkland corridor.

**Kinglass Farm 1 (H02)**
- Masterplan required.
- Significant contribution required to South Bo’ness green network through strong structure planting framework.
- Open space requirement likely to be met through combination of on-site open space and off-site financial contribution.
- Core paths running north-south through and adjacent to site to be retained and upgraded. East-west connections also to be provided.
- Access from Borrowstoun Road with appropriate upgrading of Borrowstoun Road and measures to discourage use of rural road to east.

**Kinglass Farm 2 (H03)**
- Access from Drum Road
- Core path along western boundary to be retained and enhanced.

#### Constraints
- Mineral instability issues affecting all sites to be addressed.
- Potential requirement to enhance capacity of sewage treatment works to be addressed.
- Flood Risk Assessment of Drum Farm South and Kinglass Farm 1 sites required, which will influence form of development, taking into account opportunity for 6m buffer strips along watercourses.
- Transport Assessment required for Kinglass Farm 1 site to determine any required off-site upgrading to network. Updated Transport Assessment likely to be required for Drum Farm South to reflect proposed mix of uses.

#### Developer Contributions
- Developer contributions in respect of Drum Farm North already agreed. Provision of, or contributions to open space, community space, public transport, affordable housing (15%) and education provision may be required for other sites.
Banknock Sites M03 & H07

Land Use/Design/Placemaking/Green Network

- Development to conform to approved Development Framework.

Banknock North (M03)
- Masterplan approved through planning application.
- 2 points of access from Kilsyth Road required.
- New village centre to be created on site with access from Kilsyth Road.
- Local nature park managed for great crested newts to be created on north western corner of the site.
- Development to be arranged around an open space network which runs through the site, connecting the Doups Burn corridor to the wider countryside.

Banknock South (H07)
- Access to be taken off reconfigured junction of Wellpark Road and Kilsyth Road. Vehicular access to/from John Bassey Drive and southern part of Wellpark Road not appropriate.
- Pedestrian/Cycle link to John Bassey Drive to be created.
- Local nature park managed for great crested newts to be created on north western corner of the site.
- Development to be arranged around an open space network which runs through the site, connecting the Doups Burn corridor to the wider countryside.

Constraints

- Local sewerage network at capacity, retrofit of existing surface water drains required to release capacity for foul water drainage from development sites.
- Bankier Primary School will need expanded to accommodate the anticipated scale of development.
- Sliproad junctions of M80J7/A803 do not have enough capacity to accommodate the anticipated scale of growth and will require upgrading.
- Upgrade to local water services infrastructure required to ensure development does not adversely affect local water pressure.

Banknock North (M03)
- Site of former colliery, grouting likely to be required. Potential contamination should be investigated and remediated.
- Major earthworks required to created development platforms for new housing.
- Water main crosses the site north to south.
- Former landfill site in north western corner of site requires capping.
- Great Crested Newt habitat present on site, compensation for loss of habitat required.

Banknock South (H07)
- Day level from former mining activity in Coneypark crosses site, this should be made safe before development can take place over it.
- Piled foundations required in southern part of the site due to presence of made ground.
- Northern part of the site slopes steeply downhill from North to South. Split level housing may be necessary on this part of the site.
- Part of the development site comprises carbon rich soil. Compensatory planting to restore carbon balance of the site will be necessary.
- Development to avoid areas at high risk of flooding from Bonny Water and Doups Burn, as informed by flood risk assessment; potential to incorporate 6m buffer strip.
- Part of the site sits within the Frontiers of the Roman Empire (Antonine Wall) World Heritage Site Buffer Zone so EIA may be required.
- Public Right of Way from Wellpark Road to the Bonny Water to be maintained.
- Otters have been known to use the Bonny Water and Doups Burn.

Developer Contributions

- Financial contributions towards M80J7/A803 sliproad junctions, DEAR, Bankier Primary School expansion, enhancements to capacity in other catchment schools, upgrading of Hollandbush Park and other community projects required.
- 15% affordable housing requirement.
# Dennyloanhead Site H08

## Land Use/Design/Placemaking/Green Network
- Masterplan approved through planning application.
- Linear open space corridor along the line of the disused Kilsyth to Bonnybridge railway to be created.
- 2 points of access from Glasgow Road required.
- Neighbourhood retailing opportunities/community uses to be located at site entrance along Glasgow Road.

## Constraints
- Head of Muir Primary School will need expanded to accommodate the anticipated scale of development;  
- Sliproad junctions of M80J7/A803 do not have enough capacity to accommodate the anticipated scale of growth and will require upgrading.  
- Site of former colliery, grouting likely to be required. Potential contamination should be investigated and remediated.  
- Parts of the site have a steep gradient and roads design will need to be carefully considered to ensure safe access in severe weather.

## Developer Contributions
- Financial contributions towards: M80J7/A803 sliproad junctions, DEAR; Denny High School expansion; and the provision of a footpath link from the north-east corner of the site to Denny Road required.  
- The provision of: an extension to Head of Muir Primary School; enhanced community recreational facilities at Head of Muir Primary School, including an all-weather, lit, sports pitch; and enhanced nursery faculties required.  
- 15% affordable housing requirement.
Denny South East  Sites H14, H15, H16 & M05

Land Use/Design/Placemaking/Green Network

Former Denny High School (H14)
• Development to conform to existing Community Schools Planning Brief.
• Housing to deal appropriately with varying site levels, and create frontages on western and northern boundaries.
• Denser development and principal open space to align with principal north-south vehicular access to site.
• Site layout to ensure adequate separation between proposed houses and existing houses to the west and north, in the interests of residential amenity.
• Site being assessed for Council new build; otherwise 15% of housing to be affordable.
• Eastern portion of site to be retained/developed for playing fields.
• Robust woodland corridor to be retained on eastern and southern edges to form part of a wider broadleaved habitat corridor.

Mydub 1 (H15)
• Development to accord with draft masterplan.
• Housing and street layouts to conform to Designing Streets principles. House densities should be varied to create areas of mixed character. Trees and hedgerow along existing field boundaries to be retained wherever possible, failing which compensatory planting required.
• Open space corridor should follow a south-west to north-east alignment reflecting direction of site slope, with site’s principal open space in form of a central park. North-easterly open space to incorporate SUDs attenuation pond.
• Pedestrian routes should permeate the site from the existing built up area on the western and northern edges and should incorporate a significant link to Denny path network, ensuring maintenance of connectivity through site between existing built up area and Chacefield Wood.
• Principal access to be taken from first phase of DEAR, which forms southern boundary of site. Future vehicular link to Mydub 2 to be safeguarded. Robust structure planting required on southern side of DEAR to form strong boundary with countryside and green belt and to form part of a wider broadleaved habitat corridor.

Mydub 2 (H16)
• Masterplan required.
• Site layout and density should follow principles established for Mydub 1 site.
• Principal access to be taken from second phase of DEAR with secondary access using link from Mydub 1. Robust structure planting required on countryside edge of DEAR to form strong boundary with countryside and green belt and to form part of a wider broadleaved habitat corridor.
• Northern edge of developed area along Little Denny Burn to be established by results of Flood Risk Assessment.
• Open space requirement likely to be met through combination of on-site open space and off-site contribution towards playing fields at Herbertshire.
• Pedestrian routes should continue strong permeability of adjacent Mydub 1 site and link to core path routes at Herbertshire and public transport provision on DEAR.

Broad Street (M05)
• Minimum 3 hectares of land to be retained for business/industry.
• Masterplan required to address layout and design and, in particular, separation of housing land from business area. Opportunity to create gateway feature on eastern approach to Denny with higher densities along Broad Street frontage.
• Access for housing area from High School roundabout on Broad St, access for business area from Winchester Ave/Springfield Road.
• Extensive areas at risk of flooding along Sclanders Burn and River Carron provide opportunity for green network corridor, incorporating active travel routes, through site and along River Carron. Area to be set aside for flood risk attenuation as defined by Flood Risk Assessment.
• Remaining open space requirement likely to be met through combination of on-site open space and off-site contribution towards playing fields at Herbertshire.

Constraints
• Resolution of flood risk issues through a flood risk assessment, especially at Former Denny High School, Mydub 2 and Broad Street sites, and inclusion of 6m buffer along watercourses, which may impact on the scale, form and layout of development.
• Transport Assessments required for all sites to determine any required off-site upgrading to network in addition to those for DEAR established through DEAR SPG.

Developer Contributions
• Provision of, or developer contributions towards, affordable housing (15%), DEAR, open space, public transport, and education provision required as appropriate.
**Falkirk Canal Corridor  Sites M06, H23 - H26**

### Land Use/Design/Placemaking/Green Network

**Portdownie (M06)**
- Masterplan required.
- Creation of a vibrant mixed use ‘canal village’ to complement the Falkirk Wheel and drive the revitalisation of the canal corridor in Falkirk.
- New mooring basin to form focus of mixed use/waterspace zone at eastern end of site linking with Union Inn.
- Community woodland zone at western end of site, utilising remediated woodland area for passive recreation and play facilities.
- New gateway access to the Falkirk Wheel to be formed.
- Development to maximize potential of its canalside setting, with high quality canalside frontages/public realm and uses organised such as to create activity on the waterfront.
- Residential zones to be designed according to ‘Designing Streets’ principles.
- Development to be structured around an interlinked network of high quality civic spaces, including an enhanced space around Lock 16.

**Etna Road 2 (H26)**
- Masterplan required.
- Site includes SINC and provision of landscaped canalside greenspace must be provided as mitigation and to contribute to green network.
- Frontage development onto canalside greenspace required.

**Gowan Avenue (H24)**
- Frontage development on to canal required.

### Constraints

**Portdownie (M06)**
- Certain parts of the site are subject to contamination which must be addressed.
- Setting of adjacent Antonine Wall World Heritage Site, Forth & Clyde Canal and Category B Listed Union Inn to be treated sensitively. Line of the Wall where it crosses the site to remain undeveloped.
- A803 road corridor is constrained and network improvements are required to accommodate new development.
- Flood Risk Assessment of watercourse within site required, and 6m buffer strip along burn to be included, which will influence form of development.

**Etna Road 2 (H26)**
- Site contamination arising from former use of site as gasworks to be addressed.
- Transport Assessment required to assess network capacity issues.
- Flood Risk Assessment of Ladysmill Burn along eastern boundary required, and 6m buffer strip along burn to be included, which will influence form of development.

**Gowan Avenue (H24)**
- Access on to Grahams Road is constrained.
- A contaminated land survey should be carried out and sources of contamination removed.

### Developer Contributions

- 15% affordable housing requirement on all sites.

**Portdownie (M06)**
- Transport contribution required to address road network constraints along A803 corridor and junctions in vicinity of site.
- Education contributions required to address capacity issues at Bantaskine Primary School and St Mungo’s High School.

**Etna Road 2 (H26)/Gowan Avenue (H24)**
- Contributions towards open space, community space, transport, and education provision may be required.
Falkirk North Sites H27 & H28

Land Use/Design/Placemaking/Green Network

Cauldhame Farm 1 (H27)
• Masterplan approved as part of original outline planning permission.
• Development must contribute to River Carron green network through additional structure planting and access links to achieve greenspace vision set out in original masterplan.
• Interface with Falkirk Crematorium to be sensitively handled.

Cauldhame Farm 2 (H28)
• Additional land release requires masterplan which integrates with original masterplan.
• Green network opportunities must be fully addressed including provision for green corridor following the Mungal Burn and planting/habitat creation potential between site and Falkirk Cemetery.
• Rigorous landscape assessment and comprehensive planting required to ensure fit with landscape, particularly on escarpment top and slopes.
• Opportunity to incorporate land into an extension to Sunnyside Playing Fields.
• Opportunity for visual emphasis at Ronades Road roundabout. Mature trees to be retained in this location.
• Quality frontage required along south side of Cotland Way.

Constraints
• Services crossing the site require to be addressed in layout.
• Some poor ground conditions and potential flood risk on Cauldhame Farm 2 site to be addressed, with requirement to incorporate minimum 6m buffer strip along watercourse.
• A803, A9 and B902 corridors experience capacity issues which will be exacerbated by the development. Transport Assessment required to assess impact of the development.

Developer Contributions

Cauldhame Farm 1 (H27)
• Developer contributions to greenspace, paths, bridge and road upgrading secured through legal agreement in association with original outline planning permission.

Cauldhame Farm 2 (H28)
• 15% affordable housing requirement.
• Contributions to off-site road network improvements may be required depending on Transport Assessment.
• Education contributions will be required.
Larbert North  Sites H36 & H37

Land Use/Design/Placemaking/Green Network
- Planning brief approved in 2002 for overall Bellsdyke/Hill of Kinnaird area.
- Masterplan approved as part of outline planning permission.
- Overall development comprises 1700 homes, comprising a range of sizes and tenures, business use, local centre, landscaping and open space, and sustainable urban drainage systems. Bellsdyke development substantially advanced, Hill of Kinnaird constitutes later phases. Kinnaird Primary School built.
- 10 hectare business park located in the south east corner of the site adjacent to Bellsdyke Road. Flexibility will be allowed with regard to detailed boundaries to allow effective integration of business uses into overall layout.
- Masterplan for Hill of Kinnaird may require revision if infrastructure layout, housing mix or configuration of business park is revised.
- 30 metre woodland planting belt required adjacent to M876.

Constraints
- Site of Importance for Nature Conservation (SINC) to be safeguarded with the exception of sensitive access, passive recreation and amenity.
- Investigation & resolution of off-site flooding issues on Bellsdyke Road required.

Developer Contributions
- Developer contributions to education and affordable housing secured through Section 75 Agreement attached to outline planning permission.
Maddiston East  Sites H43 - H48

**Land Use/Design/Placemaking/Green Network**

**Parkhall Farm (H43-H47)**
- Parkhall Farm 1 site under construction. Parkhall Farm 2 site to form eastern extension to, and be accessed from, Parkhall Farm 1.
- Parkhall Farm 3 and 4 to be accessed off Vellore Road. Co-ordinated access strategy, incorporating existing access tracks, to ensure compliance with Council’s Design Guidelines and Construction Standards for Roads.
- Manuel Burn corridor to be retained and enhanced as an amenity and biodiversity asset.
- Mature parkland planting associated with former Parkhall House (now the Haining) to be retained, safeguarded and integrated into development. Tree survey to be undertaken as required.
- Existing pedestrian access routes to be safeguarded, enhanced and linked into new development, including core path along Parkhall Farm access track, and rights of way along the Manuel Burn and farm track running along northern side of Parkhall Farm 2.
- Open space requirements to be met through mixture of on-site provision and contributions to off-site greenspace and enhanced play facilities, probably focused on Valley Park.
- High quality frontage treatment required to Vellore Road.

**Toravon 2 (H48)**
- Sloping site to be sensitively dealt with through layout, house design and landscaping to mitigate visual impact.
- Existing trees/hedgerows to be retained where possible.
- Greenspace opportunities (planting/access) to east of site to be pursued as buffer to A801.
- Open space requirement likely to be met through off-site contributions to greenspace and play facilities, probably focused on Valley Park.

**Constraints**
- Maddiston SINC runs along the corridor of the Manuel Burn and must be safeguarded, with a 10 m buffer provided.
- Appropriate wayleave to be left to accommodate overhead powerline.
- Flood risk assessments required for Parkhall Farm 2, 3 and 4 sites.

**Developer Contributions**
- Additional capacity will be required at Maddiston Primary School likely to accommodate development. Financial contributions to school extension will be required.
- Contribution to enhancement of community hall required.
- Off-site contributions to greenspace and play facilities
- Contributions to off-site road network improvements may be required.
- 25% affordable housing requirement.
### Slamannan Site H70

#### Land Use/Design/Placemaking/Green Network
- Two points of access required to the site from Main Street and either through Blinkbonnie Park or through land forming part of Southfield Farm to the west of the built up area. These access points should be linked through the development site providing the opportunity for traffic to bypass Slamannan Cross.
- The area of land between Mosscastle Road and the River Avon to the North of this site should be managed specifically for use by Bean Geese. This area of land should be separated from development by appropriate measures (e.g. screening) and should not be made available for public recreational use.
- A management plan for the green space buffer area must be submitted as part of the masterplan with a suitable monitoring programme set up to monitor the success of mitigation.
- The eastern end of the development site should seek to integrate with the existing Slamannan Village Centre providing pedestrian access linkages.
- Development should front onto Blinkbonnie Park transforming the open space into a village green at the heart of the expanded community.
- A landscape treatment to form a village gateway will be required at the western edge of the village involving tree retention & structure planting along northern and western boundaries.

#### Constraints
- The Indicative River and Coastal Flood Map (Scotland) identifies this site as being at potential flood risk from the River Avon. There is also a known risk from the Culloch Burn. A third watercourse runs through the development area and the potential flood risk from this watercourse is currently unknown. The layout of any development on site will need to be informed by a site specific flood risk assessment and the drainage strategy should seek to alleviate existing flooding problems along Mosscastle Road.
- An area of carbon rich soil runs east to west along the northern boundary of the site parallel to Mosscastle Road. A peat management plan will be required.
- For permission to be granted, proposals must be accompanied by a masterplan and project specific information to inform an appropriate assessment. This will allow Falkirk Council to complete an appropriate assessment demonstrating that there will be no adverse effects on the integrity of the Slamannan Plateau SPA, either alone or in combination with other plans or projects.
- The appropriate assessment should consider mitigation of disturbance during construction.

#### Developer Contributions
- 25% affordable housing requirement
- A financial contribution to cover the lifetime cost of implementing and monitoring the management plan for the Bean Goose Area to the north of Mosscastle Road will be required.
- Contributions towards the improvement of Blinkbonnie Park will be required.
- Contribution towards the enhancement of community hall will be required.
## Whitecross Sites M14

### Land Use/Design/Placemaking/Green Network
- Masterplan approved as part of planning application.
- Overall aim is to create a vibrant, mixed use new community, which integrates well with the existing village and the surrounding countryside, and regenerates the former Manuel Works site. More detailed area masterplans/design codes to be prepared for discrete phases of the development.
- Overall scale of up to 1500 houses, including full range of housing types and tenures.
- At least 12 hectares of employment land, phased appropriately in conjunction with residential development.
- New primary access required via a roundabout from the A801. Upgraded Myrehead Road to provide secondary access, with various other road improvements and traffic management measures as required. Sustainable transport measures, including comprehensive network of pedestrian and cycle routes and enhancement of bus services. Consideration to be given to transport impacts within West Lothian Council area, and appropriate mitigation, in consultation with West Lothian Council.
- Appropriate range of community facilities including new two stream primary school and new local centre.
- Clear urban design strategy required to provide a legible and well-structured urban form, and a coherent and attractive layout of streets and public spaces in accordance with ‘Designing Streets’.
- Sustainable energy use to be embedded in development through site/building design and utilisation of renewable energy sources.
- Full landscape and greenspace strategy required encompassing the provision/upgrading of open space, in accordance with the standards set out in the Open Space Strategy; a comprehensive landscape framework to integrate the new development into its surroundings; the exploitation of green network opportunities in and adjacent to the site; and long-term maintenance strategy.
- Existing woodland, hedgerows and other locally important habitats to be retained where possible, especially Haining Wood, which requires a Management Plan.
- Protection and enhancement of Almond Castle and its setting required. Setting and amenity of Union Canal to be safeguarded.
- Land to be safeguarded for extension to Muiravonside cemetery.

### Constraints
- Pipelines running between the village and the Manuel Works site impose significant health and safety constraints on the form and disposition of uses. This has to be addressed in the masterplan.
- Ground condition and contamination issues to be addressed and appropriate remediation undertaken.
- Whitecross WWTW will require upgrading.
- Development to avoid areas of flood risk as identified in flood risk assessment.

### Developer Contributions
- Provision of two stream primary school, phased appropriately, together with contributions to denominational high school provision.
- Transport contributions, including contribution to the upgrading of Junction 4 of the M9 and public transport contributions.
- Contributions to village enhancement, notably upgrading of main central road junction, and upgrading of existing recreation ground.
- 15% affordable housing requirement, including appropriate range of affordable housing types/mechanisms.
Appendix 3: List of Supplementary Guidance

Supplementary guidance is prepared by the Council to provide more detailed guidance on the interpretation and implementation of certain policies in the local development plan. Under the Planning etc (Scotland) Act 2006, such guidance now has a statutory basis and forms part of the development plan. The list of Supplementary Guidance is as follows:

SG01 Development in the Countryside
SG02 Neighbourhood Design
SG03 Residential Extensions and Alterations
SG04 Shopfronts
SG05 Biodiversity and Development
SG06 Trees and Development
SG07 Frontiers of the Roman Empire (Antonine Wall) World Heritage Site
SG08 Local Nature Conservation and Geodiversity Sites
SG09 Landscape Character Assessment and Landscape Designations
SG10 Education and New Housing Development
SG11 Healthcare and New Housing Development
SG12 Affordable Housing
SG13 Open Space and New Development
SG14 Spatial Framework and Guidance for Wind Energy Development
SG15 Low and Zero Carbon Development
SG16 Listed Buildings and Non-Listed Buildings in Conservation Areas
SG17 Renewable Energy
The following table outlines land in the ownership of the planning authority, as required by Section 15(3) of the Planning etc (Scotland) Act 2006, which is affected by policies and proposals for built development on specific sites in the Falkirk Local Development Plan. The Council has interpreted this as land in Council ownership lying within the boundaries of the proposal sites.

**Bo’ness**

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Name / Description</th>
<th>X Grid Ref</th>
<th>Y Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>H01</td>
<td>Drum Farm North</td>
<td>301515</td>
<td>681130</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.093 ha and comprises a small area on the site’s northern boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H05</td>
<td>Cadzow Avenue</td>
<td>299966</td>
<td>680857</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.0035 ha (35.84 sqm) and comprises a small strip adjacent to Cadzow Avenue on the site’s western boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M01</td>
<td>Bo’ness Foreshore</td>
<td>300473</td>
<td>681873</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 16.951 ha and covers the majority of the site with the exception of a small section on its southern boundary.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Bonnybridge and Banknock**

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Name / Description</th>
<th>X Grid Ref</th>
<th>Y Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>H07</td>
<td>Banknock South</td>
<td>277690</td>
<td>679076</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 5.738 ha and comprises the northern half of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H08</td>
<td>Dennyloanhead</td>
<td>280407</td>
<td>679843</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.265 ha and comprises a thin strip to the rear of existing housing on the site’s southern boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H13</td>
<td>Seabegs Road Depot, Bonnybridge</td>
<td>282118</td>
<td>679792</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.3 ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M03</td>
<td>Banknock North</td>
<td>278120</td>
<td>679336</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.647 ha which comprises small pockets of land at the south western corner of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M04</td>
<td>Bonnybridge Town Centre</td>
<td>282414</td>
<td>680258</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.003 ha and comprises a small verge in the centre of the site.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Denny**

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Name / Description</th>
<th>X Grid Ref</th>
<th>Y Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>H14</td>
<td>Former Denny High School</td>
<td>281004</td>
<td>681732</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 12.9 ha and covers the whole site with the exception of a small utilities area located in the north east corner of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H17</td>
<td>Carrongrove Mill, Stoneywood</td>
<td>279826</td>
<td>682860</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.011 ha and comprises a small strip of land on its southern boundary adjacent to Tarduff Place.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H20</td>
<td>Duke Street 1, Denny</td>
<td>28041</td>
<td>682739</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.491 ha and comprises over half of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H21</td>
<td>Nethermains Road, Denny</td>
<td>280383</td>
<td>682460</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.775 ha and comprises the majority of the site with the exception of small strip adjacent to Castlerankine Road on its northern boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M05</td>
<td>Broad Street, Denny</td>
<td>282194</td>
<td>682692</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 3.927 ha and comprises various pockets of land and a thin strip adjacent to the A883.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site Ref.</td>
<td>Name / Description</td>
<td>X Grid Ref</td>
<td>Y Grid Ref</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------------------------------------</td>
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</tr>
<tr>
<td>H23</td>
<td>Merchiston Road, Falkirk</td>
<td>288109</td>
<td>680730</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 2.023 ha and covers the whole site, with the exception of a strip of land on its southern boundary adjacent to the Forth and Clyde Canal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H29</td>
<td>Blinkbonny Road, Falkirk</td>
<td>287262</td>
<td>679865</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.1 ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M06</td>
<td>Portdownie</td>
<td>286353</td>
<td>679988</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 12.91 ha and covers the majority of the site with the exception of existing business premises at the eastern side of the site at Portdownie.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M08</td>
<td>Grahamston Opportunity Area</td>
<td>288744</td>
<td>680180</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.2 ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M11</td>
<td>Williamson Street, Falkirk</td>
<td>288956</td>
<td>679746</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.265 ha and covers approximately a third of the overall site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED03</td>
<td>Falkirk Gateway, Falkirk</td>
<td>290337</td>
<td>680869</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 11.50 ha and covers just over a third of the site predominantly on its eastern boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED04</td>
<td>Falkirk Stadium, Falkirk</td>
<td>290749</td>
<td>680533</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 18.6ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED06</td>
<td>Caledon Business Park, Falkirk</td>
<td>290550</td>
<td>679803</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.764 ha and covers two separate plots at the site’s eastern boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED09</td>
<td>Callendar Business Park, Falkirk</td>
<td>290674</td>
<td>679155</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.048 ha and covers approximately half of the remaining plot within the Business Park.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Grangemouth**

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Name / Description</th>
<th>X Grid Ref</th>
<th>Y Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>H33</td>
<td>Tinto Drive</td>
<td>293048</td>
<td>680260</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.8 ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H35</td>
<td>Oxgang Road</td>
<td>293447</td>
<td>681224</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.0 ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED13</td>
<td>Glensburgh Road</td>
<td>291113</td>
<td>681806</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 4.435 ha and covers the majority of the site, with the exception of a small area adjacent to the M9 motorway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED14</td>
<td>South Bridge Street</td>
<td>292261</td>
<td>682216</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 2.612 ha and covers the majority of the site with the exception of two areas on its western boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED15</td>
<td>Grangemouth Docks</td>
<td>292462</td>
<td>682197</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.162 ha and comprises a number of small pockets on its southern boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ED17</td>
<td>Wholeflats Business Park</td>
<td>293677</td>
<td>680130</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 4.19 ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Polmont</td>
<td>Site Ref.</td>
<td>Name / Description</td>
<td>X Grid Ref</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>ED25</td>
<td>H42</td>
<td>Redding Park, Reddingmuirhead</td>
<td>291077</td>
</tr>
<tr>
<td></td>
<td>Central Business Park</td>
<td>Council ownership extends to 0.253 ha and comprises a narrow strip of land on the site's southern boundary.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ED25</td>
<td>A801 Union Canal</td>
<td>295023</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Council ownership extends to 0.280 ha and comprises a narrow strip of land adjacent to the A801 on the site's eastern boundary.</td>
<td></td>
</tr>
</tbody>
</table>

Larbert and Stenhousemuir

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Name / Description</th>
<th>X Grid Ref</th>
<th>Y Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>ED20</td>
<td>Central Business Park</td>
<td>285857</td>
<td>683630</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.371 ha which comprises a remaining plot within the Business Park which contains two listed buildings.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Rural North

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Name / Description</th>
<th>X Grid Ref</th>
<th>Y Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>H52</td>
<td>Castle View, Airth</td>
<td>289695</td>
<td>687656</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.046 ha and comprises a small area on its eastern boundary adjacent to the Airth Cemetery.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H56</td>
<td>Former Torwood School</td>
<td>284163</td>
<td>684720</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.7 ha and covers the whole site.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Rural South

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Name / Description</th>
<th>X Grid Ref</th>
<th>Y Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>H61</td>
<td>Bridgehill, Avonbridge</td>
<td>291068</td>
<td>672911</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.039 ha and comprises a small area adjacent to the B8028 at the north eastern corner of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H62</td>
<td>Bridgend Road, Avonbridge</td>
<td>291197</td>
<td>672487</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.015 ha and comprises a small strip on its western boundary to the rear of properties on Craigbank Road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H64</td>
<td>Church Road 1, California</td>
<td>290921</td>
<td>676317</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.392 ha and comprises a triangular section at the south west corner of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H65</td>
<td>Church Road 2, California</td>
<td>290947</td>
<td>676579</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.0016 ha (16.15sqm) and comprises a small strip of land at the end of Church Road on the site's western boundary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H69</td>
<td>Hillcrest Farm, Shieldhill</td>
<td>290689</td>
<td>677347</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.03 ha (304.17sqm) and comprises a small strip adjacent to B810.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H70</td>
<td>Hillend Farm, Slamannan</td>
<td>285494</td>
<td>673283</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.916 ha which comprise two separate areas in the south eastern part of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H72</td>
<td>Standburn West 1, Standburn</td>
<td>292677</td>
<td>674718</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 0.041 ha and relates to the War Memorial within the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M14</td>
<td>Manuel Works, Whitecross</td>
<td>295602</td>
<td>677066</td>
</tr>
<tr>
<td></td>
<td>Council ownership extends to 1.14 ha and comprises various areas within the overall site.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Monitoring of the LDP is essential to check progress towards the plan’s strategic objectives. The key monitoring indicators for each strategic objective are set out below, and these will be reported on an annual basis. Monitoring required by the SEA process will be integrated into this annual report, and the indicators which are relevant to SEA are highlighted in the table.

<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVE</th>
<th>MONITORING INDICATORS</th>
<th>SEA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Thriving Communities</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| To facilitate continued population and household growth, and the delivery of housing to meet the full range of housing needs | • Population and household numbers by settlement  
• Annual housing completions  
• 5 year effective land supply  
• Delivery of affordable housing | Yes |
| To build sustainable attractive communities which retain a strong identity and sense of place | • Delivery of Strategic Growth Areas and other housing sites  
• Briefs/masterplans prepared  
• Quality of development on the ground against masterplan/brief objectives | Yes |
| To ensure that infrastructure is provided to meet the transport, education, recreation and healthcare needs of the growing population, and to support the growth of the economy | • Delivery of strategic infrastructure projects  
• Levels of developer contributions secured and used  
• School rolls/capacity/projections  
• Capacity pressures on primary healthcare facilities  
• Quantity/quality/accessibility of open space in settlements  
• Road accident statistics | Yes |
| **Growing Economy** | | |
| To develop the area’s economic potential and establish it as a major component in the Scottish economy | • Levels of employment/unemployment  
• Employment land supply and take up  
• Delivery of Strategic Business Locations and constituent sites  
• Briefs/masterplans prepared for strategic sites  
• Visitor numbers/expenditure | |
| To strengthen the area’s transport connections to the rest of Scotland and global markets | • Delivery of strategic trunk and local transport projects | |
| To make our town centres vibrant and economically viable focal points within our communities | • Delivery of Town Centre opportunities  
• Investment in Town centre improvements  
• Town centre vitality/viability indicators (floorspace, vacancies, expenditure leakage/retention, property rental/yields, pedestrian flows, CACA rankings etc) | |
<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVE</th>
<th>MONITORING INDICATORS</th>
<th>SEA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Place</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To contribute to climate change mitigation and adaptation</td>
<td>• Traffic growth&lt;br&gt;• Modal share of sustainable travel modes&lt;br&gt;• Rail/bus patronage&lt;br&gt;• No of schools covered by school travel plans&lt;br&gt;• Renewable energy installed capacity (strategic and domestic)&lt;br&gt;• Accessibility levels of new housing to facilities and public transport&lt;br&gt;• Number of flooding events&lt;br&gt;• Investment in flood management/alleviation&lt;br&gt;• Amount of new development in flood risk areas&lt;br&gt;• Reduction in pluvial flooding through on site management</td>
<td>Yes</td>
</tr>
<tr>
<td>To extend and improve the green network and protect the area’s natural heritage</td>
<td>• Delivery of greenspace projects contributing to green network&lt;br&gt;• Allotments created&lt;br&gt;• Number/length of paths maintained/created&lt;br&gt;• Status/coverage of LBAP priority habitats and species&lt;br&gt;• Status/coverage of international, national and locally designated nature conservation sites&lt;br&gt;• Local nature reserves designated&lt;br&gt;• Incidence of invasive species</td>
<td>Yes</td>
</tr>
<tr>
<td>To improve the sense of place in our towns and villages and to protect, enhance and promote our historic environments</td>
<td>• Overall level of vacant and derelict land, and amount brought back into productive use&lt;br&gt;• Old mineral/landfill sites restored&lt;br&gt;• Investment in placemaking priority areas&lt;br&gt;• Investment in building restoration/public realm improvements in Conservation Areas&lt;br&gt;• Listed buildings brought back into use/ demolished&lt;br&gt;• Damage to/loss of archaeological sites through development&lt;br&gt;• Investment in positive management/promotion of Antonine Wall WHS&lt;br&gt;• New development impacting on the integrity/setting of the Antonine Wall WHS&lt;br&gt;• New development impacting on integrity/setting of historic gardens and designed landscapes&lt;br&gt;• New development impacting on setting of battlefield sites</td>
<td>Yes</td>
</tr>
<tr>
<td>To manage natural resources and waste sustainably</td>
<td>• Operational/consented mineral sites&lt;br&gt;• Air quality and numbers of AQMAs&lt;br&gt;• Noise/odour complaints&lt;br&gt;• Loss of prime agricultural land, carbon-rich soils or rare soils&lt;br&gt;• Water quality/waterbody status&lt;br&gt;• Levels of waste arising/recycling levels&lt;br&gt;• Landfill capacity</td>
<td>Yes</td>
</tr>
</tbody>
</table>
### Thriving Communities

**Housing**
- Spatial Strategy
- HSG01 Housing Growth

**Supporting Policies**
- HSG02 Affordable Housing
- HSG03 Windfall Housing
- HSG04 Housing Design
- HSG05 Infill Development and Subdivision of Plots
- HSG06 Non-Residential Uses in Residential Areas
- HSG07 Residential Extensions and Alterations
- HSG08 Gypsy/Traveller Sites
- HSG09 Residential Care Homes

**Infrastructure**
- Spatial Strategy
- INF01 Strategic Infrastructure

**Supporting Policies**
- INF02 Developer Contributions to Community Infrastructure
- INF03 Protection of Open Space
- INF04 Open Space and New Residential Development
- INF05 Education and New Housing Development
- INF06 Healthcare and New Housing Development
- INF07 Walking and Cycling
- INF08 Bus Travel and New Development
- INF09 Freight Transport
- INF10 Transport Assessments
- INF11 Parking
- INF12 Water and Drainage Infrastructure
- INF13 Telecommunications Development

### Growing Economy

**Business**
- Spatial Strategy
- BUS01 Business and Tourism Locations

**Supporting Policies**
- BUS02 Core Business Areas
- BUS03 Business Areas with Potential for Redevelopment
- BUS04 Business Development outwith Designated Areas
- BUS05 Major Hazards

### Sustainable Place

**The Green Network**
- Spatial Strategy
- GN01 Falkirk Green Network

**Supporting Policies**
- GN02 Landscape
- GN03 Biodiversity and Geodiversity
- GN04 Trees, Woodland and Hedgerows
- GN05 Outdoor Access

**Design, Placemaking and the Historic Environment**
- Spatial Strategy
- D01 Placemaking

**Supporting Policies**
- D02 Sustainable Design Principles
- D03 Urban Design
- D04 Low and Zero Carbon Development
- D05 Advertisements
- D06 Shopfronts
- D07 Antonine Wall
- D08 Sites of Archaeological Interest
- D09 Listed Buildings
- D10 Conservation Areas
- D11 Areas of Townscape Value
- D12 Historic Gardens and Designed Landscapes
- D13 Battlefield Sites
- D14 Canals

### Countryside and Green Belt

**Spatial Strategy**
- CG01 Countryside
- CG02 Green Belt

**Supporting Policies**
- CG03 Housing in the Countryside
- CG04 Business Development in the Countryside

### Town Centres and Retailing

**Spatial Strategy**
- TC01 Network of Centres

**Supporting Policies**
- TC02 Development and Changes of use in Centres
- TC03 Retail and Commercial Leisure Development
- TC04 Food and Drink

**Resources and Waste**

**Supporting Policies**
- RW01 Renewable Energy
- RW02 Mineral Resources
- RW03 Assessment of Mineral Proposals
- RW04 Agricultural Land, Carbon Rich Soils and Rare Soils
- RW05 The Water Environment
- RW06 Flooding
- RW07 Air Quality
- RW08 Waste Management Facilities
- RW09 Waste Reduction in New Development
- RW10 Vacant, Derelict, Unstable and Contaminated Land
**Action Programme:** A document which accompanies the Local Development Plan and sets out actions required to deliver the plan’s policies and proposals, who is responsible for the actions, and timescales.

**Active Frontages:** A street frontage where properties have a window display that expresses the goods or services on offer, thereby aiding the impression of vitality.

**Affordable Housing:** Defined broadly as housing of a reasonable quality that is affordable to people on modest incomes.

**Air Quality Management Area (AQMA):** An area declared by a local authority where national air quality standards are not being met, or in danger of not being met.

**Allocations:** Areas of land or sites that are identified for development in the Local Development Plan.

**Appropriate Assessment:** An assessment required under the Habitats Directive to determine the effect which a plan or proposal is likely to have on certain European protected nature conservation sites.

**Area of Townscape Value:** A designation which identifies townscapes of historic or architectural interest, which are not designated as Conservation Areas, but still merit recognition.

**Battlefield Sites:** Sites within Historic Scotland’s Inventory of Historic Battlefields, a list of nationally important battlefields in Scotland.

**Biodiversity:** The whole variety of life on earth including the ways that plants and animals live together in communities, the range of different species and variations within them.

**Brownfield Site:** Land that has been previously developed or used for some purpose which has ceased. Excludes open space, garden ground, etc.

**Carbon Rich Soil:** Soils, such as peat, which contain high levels of carbon. If disturbed e.g. through development, the release of stored carbon can add significantly to greenhouse gas emissions.

**Conservation Area:** An area designated by the planning authority as being of special architectural or historic interest, the character of which it wishes to protect and enhance, and which should be protected from inappropriate or insensitive development.

**Core Paths Plan:** A plan prepared under the Land Reform (Scotland) Act 2003 which identifies a network of paths to give people reasonable (non-motorised) access throughout their area.

**Countryside:** Land outside of urban/village limits, as defined by the Local Development Plan Proposals Map, within which particular policies on development apply.

**Developer Contributions:** Contributions made by developers to provide, or help provide, new infrastructure or amenities where this is required as a result of development being proposed.

**Development Brief:** A document, normally prepared by the Council, which sets out the likely planning requirements which certain sites allocated for development should address. Sometimes also referred to as a planning brief.

**Edinburgh Glasgow Improvement Project (EGIP):** A set of enhancement works on the Edinburgh/Glasgow/Dublane rail corridor aimed at increasing capacity and reducing journey times.

**Effective Housing Land Supply:** This is the part of the established land supply that is expected to be free of constraints in the 5 year period under consideration and will therefore be available for the construction of houses.

**Existing Supply Sites:** Term used in the Local Development Plan to refer to all development sites which either have planning permission, or have been carried forward from the previous Local Plan.

**Flood Risk Assessment:** An assessment carried out to predict and assess the probability of flooding for a particular site or area and recommend feasible mitigation measures.

**Forth Area River Basin Management Plan:** A plan aimed at maintaining and improving the ecological status of the rivers, lochs, estuaries, coastal waters and groundwaters in the Forth area.

**Geodiversity:** The variety of rocks, minerals, fossils, landforms, sediments and soils, together with the natural processes which form and alter them, and the foundation on which plants, animals and humans live.

**Grangemouth Investment Zone:** Designated a National Development in the National Planning Framework, it comprises improvements in port, road and rail infrastructure to support Grangemouth's role as Scotland's largest container port and main freight distribution centre.
**Green Belt:** Land designated for the purpose of managing the growth or a town or settlement within which there is a long-term presumption against most forms of built development.

**Green Network:** A strategically planned and delivered network of high quality green spaces, wildlife habitats, active travel opportunities and other environmental infrastructure. The Central Scotland Green Network (CSGN) is a National Development in the National Planning Framework and seeks to achieve this over 19 local authority areas.

**Greenfield Site:** Land which has never been previously developed or used for an urban use e.g. agricultural land or land used for recreation.

**Helix:** A green network project aimed at transforming unused land between Falkirk and Grangemouth to create a major visitor attraction, including new parkland, path networks, major public art, a new channel linking the River Forth with the canal network, and a range of community and business opportunities.

**Housing Land Audit:** The annual appraisal of the effective and established housing land supply.

**Indicative Flood Map:** Provides a Scotland wide picture of the areas at risk of flooding from rivers and the sea. Prepared by the Scottish Environment Protection Agency.

**Infill Development:** Refers to housing or other development within the curtilage of existing properties or on a gap site between two properties.

**Local Development Plan (LDP):** A statutory plan prepared by planning authorities which guides the future use and development of land in an area.

**Local Nature Reserve:** Local authorities in conjunction with Scottish Natural Heritage have powers to declare Local Nature Reserves. They normally reflect areas locally important for nature conservation with a high natural heritage interest and afford a particular value for education and informal enjoyment of nature by the public.

**Main Issues Report:** A document prepared as part of the consultation stage of a Local Development Plan which highlights the planning issues facing the area, and identifies the preferred approach to future development, including alternatives.

**Masterplan:** A masterplan is a document, normally prepared by a developer, which explains how a site or a series of sites will be developed.

**National Planning Framework (NPF):** The strategy for the long-term development of Scotland’s towns, cities and countryside which includes the identification of key National Developments.

**Natura Sites:** Internationally important nature conservation sites which are designated under European legislation and include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

**Out of Centre:** A location that does not lie within the boundary of a town, district or local centre as defined on the Proposals Map.

**Placemaking:** The art of creating great places which are safe, vibrant, stimulating and welcoming, with a strong sense of identity, through successful planning and development.

**Policy:** A statement that expresses the Council’s views on a given topic, and provides standards or criteria against which proposals for development will be judged.

**Prime Agricultural Land:** Land falling into Classes 1, 2 and 3.1 in the Macaulay Institute ‘Land Capability for Agriculture’ classification. It is generally recognised as being the most productive agricultural land.

**Proposal:** A site identified in the Local Development Plan for a specific development e.g. housing, industry/business, infrastructure or green network.

**Proposed Plan:** The stage in Local Development Plan preparation where the Council presents its ‘firm’ or ‘settled’ view about the plan strategy and policies.

**Scheduled Ancient Monument (SAM):** A monument or site of archaeological importance which has been scheduled for protection by Historic Scotland under the terms of the Ancient Monuments and Archaeological Areas Act 1979.

**Scottish Planning Policy (SPP):** The document which sets out the Scottish Government’s policy on nationally important land use matters.

**Sensitive Receptor:** Aspect of the environment likely to be significantly affected by a development, which may include for example, population, fauna, flora, soil, water, air, climatic factors, material assets, landscape and the interrelationship between these factors.

**Sequential Approach:** An approach to the selection of sites for retail and leisure development where preference is given to town centre and edge of centre sites, over out-of-centre sites.
Sites of Importance for Nature Conservation (SINC): Locally designated areas for nature conservation.

Sites of Special Scientific Interest (SSSIs): These are designated by SNH to protect wildlife habitats and areas of geological interest which are of national importance.

Spatial Strategy: The part of the Local Development Plan which sets out the scale and location of new development and infrastructure.

Special Area of Conservation (SAC): A European designation which protects rare and threatened species and habitats listed in the Habitats Directive.

Special Landscape Area (SLA): A designation which identifies locally important areas of scenic character or landscape quality.

Special Protection Area (SPA): A European designation which protects rare or threatened birds listed in the Birds Directive and migratory birds which are regular visitors, together with their habitats.

Strategic Community Plan: A high level strategic document setting out the vision of the Council and its community planning partners for the Falkirk area and the actions required to achieve this.

Strategic Business Location: A general location identified in the Local Development Plan for business growth comprising a number of discrete sites for economic development.

Strategic Environmental Assessment: A process whereby the effects of the Local Development Plan on the environment are identified, and mitigation to reduce negative environmental effect is outlined. The findings of the process are detailed in the Environmental Report.

Strategic Growth Area (SGA): Sites, or groups of sites, which the Local Development Plan identifies as being the main focus for future housing development in the area.

Supplementary Guidance (SG): Provides more detail about the interpretation and implementation of certain policies in the LDP. Under the Planning etc. (Scotland) Act 2006, this guidance has a statutory basis and forms part of the Local Development Plan.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs (The Brundtland Definition. Our Common Future, The World Commission on Environment and Development, 1987).

Sustainable Urban Drainage Systems (SUDS): Techniques for dealing with problems of flooding and surface water quality by encouraging rainwater to drain into the soil, or slow-draining channels and ponds, rather than routing surface water run-off through pipes or by other engineered methods.

Tax Increment Financing (TIF): An innovative mechanism for funding necessary public sector infrastructure investment. It uses the anticipated increase in business rates income expected as a result of the infrastructure project, to borrow the necessary funding.

Transport Assessment (TA): A process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

Travel Plan: A package of measures aimed at reducing the number of car journeys, in particular single occupancy trips, to and from a development or residential area. It should encourage the use of sustainable transport and aim to reduce the impact of a development on the surrounding road network.

Tree Preservation Order (TPO): A TPO is made by the planning authority to protect trees which have particular amenity value, making a significant contribution to the landscape or townscape.

Urban/Village Limit: A boundary on the Proposals Map indicating the desirable limit to the growth of a settlement for the period of the Local Development Plan. The area beyond is designated as countryside.


Wildlife Sites: Non-statutory local areas of wildlife importance which meet criteria established by the Scottish Wildlife Trust.

Windfall Housing: Sites that become available for appropriate housing development which have not been identified in the development plan.

World Heritage Site: A site of international cultural or natural heritage importance which is listed by UNESCO as being of outstanding universal value.

Zero Waste Plan: A plan which sets out the Scottish Government’s vision for a zero waste society. It aims to see 70% of all waste recycled with a maximum of 5% going to landfill by 2025.