

# Local Development Plan2



# Falkirk Council

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## **Introduction**

The second Falkirk Local Development Plan (LDP2) Main Issues Report (MIR) was published for consultation on Friday 10<sup>th</sup> February 2017. The consultation took place over a 12 week period ending on Friday 5<sup>th</sup> May 2017.

Over the 12 week period the consultation was far reaching, as is demonstrated by the following uptake:

- 2 Stakeholder Workshops events attended by 45 people
- 21 Roadshow events attended by 425 people
- 7,700 users reached on the Facebook post advertising the MIR
- 4,010 views on the LDP2 page on Council's website
- 260 written responses received which included around 860 discrete comments

This report outlines the main consultation activities undertaken in more detail and gives a broad overview of the comments received by both issue and settlement area. Two detailed summary reports of all representations received (by MIR Issue and individual) is available on Falkirk Council's web [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2)

## **Consultation Activities**

### **Notification Letter to Interested Parties**

1600 key agencies organisations and individuals on the Council's database were notified by letter or email of the commencement of the consultation process and the availability of the MIR on the Council website and deposit locations throughout the Council area. In addition 550 neighbours of 18 preferred new sites contained within the MIR were also notified by letter which included a site plan and background explanation.

### **Falkirk Council Web Site**

Throughout the 12 week period, the MIR Consultation was advertised on the home page of the Council's website with a direct link to the LDP2 page for detailed information and a choice of options for submitting comments. This included an online survey which was completed by over 70 users.

The roadshow events were also advertised on a rolling basis on the home page on the Events calendar which was successful in highlighting the next upcoming event. During the consultation the LDP2 page received 4,010 views which was a significant increase over normal traffic.

### **Deposit Locations**

As well as availability on the website and Council Offices, the MIR and all associated technical reports and comments forms were available at the Council's 8 libraries and 6 one stop shops. Appendix 1 contains the list of deposit locations.

## **Local Newspaper Adverts**

Large scale public adverts were placed in the Falkirk Herald and Linlithgow and Bo'ness Journal to announce the start of the consultation period and outline how people could get involved. Further smaller reminder advertisements were placed in the same newspapers during weeks 2, 4 and 6 of the consultation, which included updates on upcoming roadshow events (Appendix 2).

## **Posters**

Posters advertising the MIR Consultation and roadshow events were displayed at a number of prominent locations throughout the Council area (Appendix 3). In addition to the locations listed in Appendix 2, posters were also displayed in a number of local shops and supermarkets.

## **Development Plan Newsletter**

A special edition of the newsletter was released at the start of the consultation and included a summary of the MIR and information on the consultation process. It was included with all notification letters and was available freely at Council offices, libraries and roadshow events (Appendix 4).

## **Social Media**

The start of the consultation was announced on Planning and Environment's Facebook page as well as the Council's Twitter page. Regular posts were made thereafter during the consultation period to remind people of upcoming roadshow events.

## **Short Film**

A short awareness film was made to accompany the consultation with links to the film placed on the website and facebook page. This was viewed an incredible 10,500 times through the facebook link.

## **Stakeholder Workshops**

Two Workshops were held at Callendar House on Wednesday 15<sup>th</sup> and Monday 20<sup>th</sup> March 2017. Each workshop focused on the four issues contained in the MIR:

- Place and Environment
- Housing and Communities
- Jobs and Economy
- Infrastructure and Resources

Attendance was by invitation and included representatives of key agencies, businesses and community councils. 45 people attended over the two workshops. The workshops were well received and the mix of people contributed to good debate within the workshop sessions. Feedback sessions raised awareness for all participants. A summary of the stakeholder workshops can be found in Appendix 5.

## **Roadshow Events**

A roadshow with a staffed exhibition was held at 21 locations across the Council area during the consultation. These events typically ran in the early evening from 4-8pm. The roadshow visited most of the communities in the area, and attendance varied between events. Attendance ranged from 3 to 90 attendees. Venues included libraries, community and school halls as well as the supermarket and shopping centre events. Two of the most well attended events were at Tesco Redding and the Howgate Shopping Centre in Falkirk. A list of venues is contained in Appendix 6 and Roadshow notes in Appendix 7.

**Community Council Meetings**

Presentations to all Community Councils (CCs) were offered but was only taken up by three CCs, Banknock Haggs and Longcroft, Bo'ness, Grangemouth and Reddingmuirhead. Around 33 people in total attended these events. Responses arising from these meetings are contained in Appendix 8.

## **Summary of Comments by Main Issue**

Overall, there were about 260 written responses, of which around 70 came through the online Consultation Hub. These made around 860 discrete comments. There was an additional online/paper petition with around 360 names.

### **Vision**

Developers/housebuilders criticised the vision for lacking ambition, or stated that the scale of land allocations was inadequate to deliver the vision. Comments from members of the public were generally supportive of the vision, although some questioned its realism and some expressed concern about the implications of growth. Various agencies and organisations sought more prominence for their areas of interest in the expression of the vision.

### **Issue 1: Making Better Places**

The idea of place statements was generally welcomed, although there was a view that these should be in the plan rather than in supplementary planning guidance. Some felt they could be used to balance the aspirations of the market with the community. There was also support for consolidation of design policies. Members of the public made various comments on creating better places, including listening to and involving local people more; taking into account local character; accessibility and maintaining green spaces.

### **Issue 2: Green Network**

The spatial identification of the CSGN in Falkirk was generally supported, although SNH mentioned north-south gaps that need to be addressed, and there were some comments about how the opportunities contributed to the different GN priorities. Many respondents pinpointed specific assets for protection and specific improvements which could be pursued. Developers identified ways in which they thought their proposals could contribute to the green network. There was general support for the consolidation of green infrastructure guidance. On open space, SNH suggested that the alternative option (contributions linked to quality and accessibility of open space) was better aligned with the Open Space Strategy than the preferred approach.

### **Issue 3: Housing Targets and Requirements**

Developers and housebuilders were universally opposed to the reduction in the housing supply target. It was felt this did not reflect increasing market demand in the area. There was criticism of the HNDA, and the methodology by which the HNDA had been used in arriving at the housing land supply. Developers felt that the flexibility allowance should be set at 20% and were critical of it being reduced to 15% from 17% in LDP1. There was also view that affordable housing requirement should be set at 15% across the Council area.

By contrast, most members of the public agreed with the reduction in the housing target, reflecting concerns about particular sites and growth generally in their communities.

### **Issue 4: Existing Housing Land Supply**

There was general support for the Council's preferred strategy of de-allocating stalled sites, but developers in particular felt that this approach should have been applied to more

sites, such as Whitecross and Bo'ness Foreshore on the basis that their effectiveness is questionable.

Members of the public also generally recognised that stalled sites should be removed from the plan, but with the caveat that they should not necessarily have to be replaced by new sites. Otherwise, developers would have no incentive to tackle more difficult sites.

## **Issue 5: Sustainable Community Growth**

Developers and housebuilders continued to promote a range of sites across the Council area. The spatial focus of interest has been similar to the pre-MIR stage, with a high proportion of the 'call for sites' submissions followed up. In some instances, more supporting information has been supplied. Some sites previously promoted by landowners that have now been optioned to housebuilders.

15 additional sites have been promoted which were not subject of expressions of interest at the call for sites stage. Some of these were subject of representations through past plans.

<b>Ref No</b>	<b>Site</b>	<b>Promoter</b>
207	Glen Works, Falkirk	Mr E Wood
208	Dunmore South	Mrs Sutherland
209	Southmuir Farm, California	H&K Estates
210	Irene Terrace, Standburn	James Anthony
211	Middlerigg Farm, Reddingmuirhead	Taylor Wimpey
212	Slammanan Road 3, Limerigg	Manor Forrest
213	Slammanan Road 4, Limerigg	Kenneth Gardiner
214	Wesleymount Farm East 1, California	Mrs L Robertson
215	Ferry Road, South Alloa	Malcolm Whitecross
216	Torwoodhead	Mr & Mrs Taylor
217	North Bank Farm 2, Bo'ness	Miller Homes
218	Glenbervie West, Larbert	Paradigm Asset Management
219	Glenbervie South, Larbert	NHS Forth Valley
220	Wesleymount Farm East 2, California	Carol Anderson
221	Standrigg Road 2	Gladman

Points to note include an intensification of interest in the southern fringe of the Braes urban area and Larbert, and further interest in some rural communities.

As well as promoting their own sites, developers took issue with the overall distribution of new allocations, in particular the lack of new allocations in the strongest market areas of Polmont, the Braes, Falkirk and Larbert/Stenhousemuir, and the focus on Bo'ness. There is a view from many developers that housing supply should match areas of demand. They also make various site-specific criticisms of preferred sites, comparing them unfavourably with non-preferred sites being promoted by themselves. The review of the alternative sites policy was supported. There were mixed views on the windfall allowance, which was accepted by HfS but not by some other developers.

Key agencies made a number of site-specific comments on sites included in the MIR, particularly HES, SEPA and SNH. Transport Scotland had no overall concerns on the

cumulative impact on the trunk road network. Network Road identified potential impacts on rail capacity and looked for developer contributions by way of mitigation.

## **Issue 6: Business Locations**

There was a reasonable amount of support for the general preferred strategy towards business locations, involving selective re-allocation of employment sites to mixed use.

There was general support for the changed emphasis at the Falkirk Gateway, particularly for the removal of 'commercial centre' status from Falkirk Town Centre interests.

As regards the Grangemouth Investment Zone, Forth Ports supported the proposed additional site at the Docks, provided they had reasonable flexibility of use. The Chemical Cluster Companies supported the proposed changes to the core business area and the general approach to development in Grangemouth. Ineos did not respond to the MIR in respect of its development aspirations. SNH and RSPB highlighted HRA issues associated with the Dock sites. Strong views were expressed by Grangemouth CC on the cumulative impacts of industrial growth in Grangemouth on the community, the continued focus on industry in the town, and the inadequacy of road infrastructure. There was some scepticism expressed by members of the public about the CCS proposal.

At Larbert, there was some opposition to the introduction of housing on the Hill of Kinnaird Business park site, including from Larbert, Stenhousemuir and Torwood Community Council, on grounds of the increased burden on existing infrastructure. Scottish Enterprise continues to seek a mixed use approach at Glenbervie.

There was not a lot of comment on the Eastern Gateway. At Gilston, Hansteen continue to promote mixed use with substantial housing growth (alternative option in the MIR). There were no adverse comments on the removal of Drum Farm South as a strategic business site.

## **Issue 7: Town Centres**

Various Falkirk Town Centre interests supported the preferred options for the Town Centre but challenged the continuing retention of Central Retail Park within the Town Centre boundary, on the basis that it has a 'commercial centre' character and has impacted on the traditional Town Centre. Hammerson, the owners of CRP, take a contrary view and consider that more flexibility is required in CRP Phase 2. There was a view that the 1000 sq.m. threshold of significance for out of centre retail is too high.

There were some comments on the Grahamston opportunity and a concern that this might detract from the retail core. Royal Mail also highlighted concerns in relation to their delivery office. The owners of Callendar Square supported the inclusion of the mall within the East End opportunity.

There was a range of other comments from members of the public about the challenges facing town centres. Many supported more housing within the town centre. The MIR's preferred approach was generally supported. Other ideas for improvement focused on parking, housing, and lower rents/rates.



## **Issue 8: Tourism**

The general feeling was Falkirk has some excellent attractions such as the Helix and Falkirk Wheel but the supporting infrastructure needs to be developed further. The need for more holiday accommodation / hotels was mentioned.

Agencies and members of the public made a number of comments on how tourism might be improved, included sites and attractions which should receive more attention or be better linked together.

There was support from HES and FCT for the suggested opportunity at Kinneil Walled Garden, but opposition from a neighbouring resident.

## **Issue 9: Infrastructure**

Transport Scotland and Network Rail responded cautiously to the proposals for rail station safeguarding. Network Rail asked for recognition of future works at Greenhill Junction. Transport Scotland also looked for a more rigorous appraisal of transport impacts for preferred options. Scottish Water stated their commitment to assisting with growth and Scottish Canals highlighted the potential of the canals as drainage infrastructure. SEPA highlighted constraints on the various possible cemetery extensions due to potential groundwater impacts.

Environmental and access organisations have urged a focus on green infrastructure and sustainable access. SNH urged clarity on contributions to green infrastructure. Falkirk Towns Ltd has identified Falkirk Town Centre's traffic system as requiring attention. A number of agencies have commented on the Grangemouth FPS. SNH, RSPB and HES have identified environmental constraints and HRA issues. Forth Ports have commented on funding issues.

Members of the public and community councils have identified specific infrastructure issues in their own areas, with a particular focus on roads and schools.

Developers have tended to comment on developer contribution issues and are generally happy with the preferred approach rather than any wider infrastructure levy. However, the use of contributions for healthcare has been queried.

## **Issue 10: Energy**

There were various comments on heat networks. SEPA and SNH supported strengthened coverage, whilst some industry representatives were more cautious. Housing developers queried the LZCGT policy and sought either an alternative approach or more flexibility in its application. Paths for All said there should be more emphasis given to the transport sector. RSPB queried the Spatial Framework for onshore wind energy and its suggestion that part of the Skinflats Reserve was an area of potential for wind farm development. Some members of the public questioned the proposed power station with CCS at Grangemouth. Stirling Council welcomes the fact that the Spatial Framework aligns with the Stirling framework. There was a suggestion from a member of the public that the Firth of Forth had capacity for offshore wind.

Chemical Cluster Companies state that policies on Low-Carbon Energy Generation should contain support for gas fired CHP plants recognising the need for a balanced energy portfolio and the needs of companies to generate onsite electricity and heat. It felt

that heat is a vital component for some industrial sites and it should be recognised that sites may not have spare capacity for any district heating network. They also state that progress on the district heating network also needs to be made in the near future to enable companies to incorporate this into their energy planning.

#### **Issue 11: Onshore Gas, Minerals and Waste**

Ineos seek a separate policy on onshore oil and gas. Otherwise there was general support for the preferred approach of awaiting the outcome of the Scottish Government review. Members of the public generally expressed opposition to unconventional gas extraction. SEPA recommended various changes to waste policies.

## **Summary of Comments by Settlement and Sites**

### **Bo'ness**

#### **Housing**

Developers submitted representations promoting housing on three sites:

##### **Crawfield Road (102)**

AWG Property supports the allocation of Crawfield Road for housing. The submission states that the site provides an ideal opportunity to sustain and deliver long-term housing growth in Bo'ness and a revised concept masterplan is provided. The site had been promoted pre-MIR and was a preferred option in the MIR.

##### **North Bank Farm (site 103)**

Miller Homes support the allocation of North Bank Farm for housing which includes three parcels of land (Options A, B and C). A Development Framework Report is submitted which demonstrates that the site would form a logical and sustainable expansion to Bo'ness, with capacity in the area to accommodate any of the three options presented. The site had been promoted pre-MIR and was a non-preferred option in the MIR. The representation proposes two optional extensions to the site, beyond what was proposed pre-MIR.

##### **Carriden/Muirhouses (sites 104/105)**

Stewart Milne supports the allocation of a new Strategic Growth Area to the east of Bo'ness at Carriden/Muirhouses for housing. Land is controlled by Stewart Milne and a development framework is submitted illustrating how the site could be developed, including an initial allocation of 250 units. It is stated that there are no insurmountable barriers to development. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

There was a substantial volume of objection to the Crawfield Road site with a range of reasons given why it should not be allocated. These included that the site was green belt, and development would have impacts on landscape setting, the recreational amenity of the countryside including the paths through the site, prime agricultural land, and wildlife, particularly given the proximity of the SWT reserve and the Bo'mains Meadow SSSI. There were also concerns about the impact of this scale of development on infrastructure, including schools, healthcare facilities and roads. Concerns were also raised about drainage and flooding issues on Crawfield Road which affect residential properties to the north. It was felt that the development would not support the regeneration of the Town Centre. Objectors, including the Community Council, felt that there should be a focus instead on redevelopment of Bo'ness Foreshore, completing the Drum development, and other brownfield sites such as the former Russell Athletic factory. There was some support for the allocation of the site, on the grounds that it would increase housing choice, ensure viability of schools and result in a better range of services in the town, but this was a minority view. Some respondents highlighted essential caveats if the development were to go ahead.

There was less comment on the non-preferred sites at North Bank Farm and Carriden/Muirhouses, probably because these were non-preferred and did not receive the level of publicity of Crawfield Road. Nonetheless, those who commented on these sites were opposed to them, with particular reference to loss of green belt, impact on the character of the area and traffic and roads issues.

Objectors to greenfield expansion of the town felt that greater efforts should be made to revive plans for housing led regeneration of Bo'ness Foreshore (site 63/198). By contrast, a number of developers felt that the Foreshore should be de-allocated due to constraints which render it non-effective. There was also a view expressed by members of the public that it should be retained as open space to maximise links with the John Muir Way.

There was a view on the part of some developers that the housing strategy for the area overall was too skewed towards Bo'ness, relative to other more marketable settlements.

There were comments on the type and range of housing which should be built, with a desire for more housing for the elderly, more bungalows, and smaller houses. There was criticism that the affordable housing policy had allowed money to be paid in lieu of on-site housing provision at sites in Bo'ness. There was potential for retirement housing/adapted housing to be built at Crawfield Road, although it would be better at the Foreshore.

There were comments about problems with the ongoing housing development by Miller Homes at Borrowstoun Road, including drainage and the design of the traffic calming.

## **Business**

There was little comment on the proposal to change the emphasis of Drum South (site 64) to housing with a neighbourhood centre, other than a developer who considered that it should remain as a business site. Comments were made about the vacant Russell Athletic site at Bo'mains Industrial Estate. This is regarded as an eyesore, and should be redeveloped for housing or retail.

## **Tourism**

The suggestion of Kinneil Walled Garden (site 196) as an opportunity for a tourism business was generally well received, apart from a neighbour who expressed concern about impacts on their property and the estate in general. There was a concern that this opportunity might be prejudiced by also promoting allotments. Kinneil Estate is regarded as an underappreciated asset. There is a need for a camp site to attract tourists.

## **Town Centres**

There was general concern about the vitality and viability of Bo'ness Town Centre. There is a need for a better retail offer to attract more shoppers. There was a view that growth of the town would help the Town Centre, but also that the proposed new housing to the south would not contribute.

## **Infrastructure**

There were a number of comments on the poor public transport serving the town, particularly the lack of bus services to Edinburgh. There was a suggestion of a new link road between Borrowstoun Road and Grahamsdyke Road in conjunction with development. The junction of Linlithgow road and Borrowstoun Road was highlighted as an accident blackspot. The future upgrading of M9 Junction 3 was supported. There was a view that better boat mooring facilities are needed.

## **Green Network**

Concern was expressed about the amount of litter on the foreshore path arising from adjacent businesses at Bridgeness/Carriden. The rationalisation of open space was supported if it meant new Council housing and improvements to the remaining open space. Blackness Area Community Council noted the success of the John Muir Way and suggested some additional path improvements in the Blackness area linking to the route. The developer promoting the Carriden/Muirhouses site (sites 104/105) highlighted the potential for a new link between the Antoine Wall features to the east and west of Muirhouses. Carriden Woods was highlighted as a priority by another respondent.

## **Bonnybridge and Banknock**

### **Housing**

Developers submitted representations promoting housing on three sites:

#### **East Bonnybridge (077)**

Mr & Mrs Taylor support the allocation of a mixed use site to the east of Bonnybridge. The submission states that it provides a natural extension to Bonnybridge and is under option with major national house builder interest. The site is an existing allocated site in LDP1 and proposed for de-allocation in the MIR.

#### **Reilly Road (113)**

Persimmon Homes (East Scotland) Ltd support a new Strategic Growth Area at High Bonnybridge which incorporates a site at Reilly Road for 300 units. The submission states that it is under the control of a national housebuilder who seeks to bring the site forward within the LDP period and there are no development constraints which would preclude its future development for residential purposes. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

#### **Cumbernauld Road (114)**

JJZ Property Ltd supports the allocation of a site at Cumbernauld Road for 10 units which would in part replace the de-allocated site at Kilsyth Road (site 009). The submission states that the site comprises a clear and definable gap site between the existing holdings properties to the south and the recent housing development to the north. They consider that provision of service infrastructure required to support the development does not present any impediment to its development. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

There is concern about the level of housing growth promoted in the Longcroft area due to its impact on the local and trunk road network, local schools and doctors surgeries.

One developer comments that a number of sites within the existing housing supply for Bonnybridge and Banknock (particularly at Dennyloanhead and Banknock South) are stalled sites which have significant effectiveness concerns. The Council's preferred option for sustainable community growth in Bonnybridge and Banknock is not supported and it is considered alternative housing sites should be found.

### **Business**

#### **Easter Thomaston (109)**

1936 Investments object to the omission of a site at Easter Thomaston, Banknock as an employment allocation.

### **Historic Environment**

#### **Banknock South (007)**

Historic Environment (HES) note that Banknock South is within the Antonine Wall WHS Buffer Zone and adjacent to the Forth and Clyde Canal SAM, and do not recommend that this allocation is taken forward in its current form. The submission states that the northern boundary should be redrawn to exclude the WHS and provide a sufficient buffer to allow its immediate setting to be protected. HES consider impact on the canal can be mitigated through sensitive design and impact on the WHS will require thorough assessment to

inform any proposals. Early consultation with HES and the Council's archaeologist is recommended.

### **Green Network**

Historic Environment support measures to introduce a new trail along the Antonine Wall WHS and to improve the quality of the area's canal network.

## **Braes and Rural South**

### **Housing**

#### **Urban Area**

Developers submitted representations promoting housing on sixteen sites in the urban area:

#### **Gilston, Polmont (site 095)**

Hanstee are seeking a mixed use element of up to 500 houses as part of the mix of uses at Gilston (excluding the southern part of the LDP allocation), alongside economic development uses. They have submitted some limited information showing a broad location of land uses, as well as supplementary information querying the effectiveness of other LDP sites.

A number of issues were raised from the local community regarding impact of the proposed development on local infrastructure. Local road network, schools, healthcare, and parking at Polmont Station were particular concerns. These concerns have been echoed through representations to the current planning application which is under consideration.

#### **Station Road, Polmont (site 136)**

Mr McCarroll seeks the inclusion of a site at Station Road for housing development. The site was promoted pre-MIR and is a non-preferred option. Brightons Community Council objects to the principle of any development on the site on the grounds of landscape impact, access and flooding. There was some objection from the local community to the principle of development on the grounds of access and loss of greenspace.

#### **Redding Road, Redding (site 146)**

1936 Developments seek the inclusion of the site for housing development (approx. 50 units). The submission provided an assessment of the ecological value of the SINC, and identifies how the site could be developed to address landscape and access issues. The site was promoted pre-MIR, and is a non-preferred option.

#### **Middlerigg Farm, Reddingmuirhead (site 211)**

Both the landowner Mr Reid and Taylor Wimpey seek the inclusion of land at Middlerigg for housing development for approximately 200 units. This represents an amended scheme from the previous LDP, bringing the development envelope north of the burn, and including some additional land to the west. The site was promoted post-MIR, so was not evaluated under the options in the MIR.

#### **Standrigg Road 1, Wallacestone (site 147)**

Persimmon Homes seek the inclusion of a site at Standrigg Road for housing (approx. 200 units). There is an accompanying report, together with a concept layout drawing demonstrating how the site could be brought forward. The site was promoted pre-MIR, and was the subject of previous submissions from other parties for the previous LDP. The site is a non-preferred site.

There are a significant number of objections from the community, as well as Brightons Community Council, Reddingmuirhead and Wallacestone Community Councils in relation to Standrigg Road 1. The objections relate to impact on the local road network, impact on schools, impact on ecology and landscape, and potential coalescence with California.



Standrigg Road 2, Wallacestone (site 221)

Gladman are seeking the inclusion of a site at Standrigg Road 2 for housing. Supporting documentation sets out their approach to integrating the site within the surrounding area, and addressing infrastructure requirements. The site was promoted post-MIR, so does not form part of the options set out in the MIR.

As with Standrigg Road 1, there are a significant number of objections from the community, as well as from Brightons Community Council and Reddingmuirhead and Wallacestone Community Councils on the ground of impact on schools, road network, greenspace, landscape, and concerns about the coalescence of Wallacestone and California.

This site was promoted post-MIR, and a planning application has recently been submitted for the site.

Gilandersland, Maddiston (site 144)

Messrs Robertson seeks the inclusion of two areas of land between the Bowhouse Roundabout and the village for housing (approx. 350 units). The submission related to demonstrating the effectiveness of the site, compared to sites identified in the existing LDP. The site was promoted pre-MIR and is a non-preferred site in the MIR.

Maddiston Fire Station (site 140)

The Scottish Fire and Rescue Service do not support the Council's preferred option for mixed use (employment and community uses) on the fire station site. They are seeking an allocation for housing development of up to around 90 units.

The site is also the subject of a current planning application for housing development. Both Brightons and Maddiston community councils seek community employment uses on the site, with Brightons expressing a preference for small community workshop units. Comments from the local community echo support the Council's preferred option in the MIR for employment and community uses.

Parkhall North (site 0141)

Land Options West and Manor Forrest seek the inclusion of a mixed use site at Parkhall Farm North for up to 1500 houses and community facilities. This comprises land between the village and the canal. The MIR submission was accompanied by a suite of information including an indicative masterplan, phasing arrangements access, ecology and landscape. The site was promoted pre-MIR, and is identified as a non-preferred option.

Parkhall Farm North-west (site 189)

Manor Forrest and Gladman Developments seek the inclusion of a site at Parkhall Farm North West. Supporting documentation was received showing a broad indicative development strategy.

Manor Forrest is also seeking the inclusion in the Proposed Plan of a link road from Parkhall Drive to the A801, along the route of the recent planning application.

Parkhall Farm North-East (site 142)

Land Options West supports the preferred option of a site for a mixed-use care village on the basis that the development will meet an identified need for specialist housing for the elderly. The submission states that the care village would not have an impact on local infrastructure, in particular Maddiston Primary School.

There was support from Maddiston Community Council, and several comments in support of the proposal from the community. The site was promoted pre-MIR and is identified as a preferred option.

#### Greenwells Farm North (site 138)

Craigrossie Properties seek the inclusion of a site at Greenwells Farm North for housing. The site capacity is approximately 90 units. The site was promoted pre-MIR and is identified as a non-preferred option in the MIR.

#### Greenwells Farm South (Site 139)

Greenwells developments seek inclusion of a site at Greenwells Farm south for housing, with a mixed use element including farm shop and café. The site was promoted pre-MIR and is identified as a non-preferred option in the MIR.

#### Polmont Park, Polmont (site 195)

Manor Forrest objects to the non-inclusion of a site at Polmont Park for housing (approx. 200 units). The site was promoted pre-MIR and is identified as a non-preferred option.

#### Milnholm Trekking Centre, Polmont (site 135)

Ms Susan Buchanan seeks the inclusion of a site at Milnholm Trekking Centre, Polmont for housing.

#### Polmont Gospel Hall, Polmont

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

In general terms there was significant concern amongst the local community, particularly in areas such as Maddiston, Wallacestone and Polmont where there has been significant growth over the last 20 years, where there is continued pressure for new sites. These concerns relate to a change in semi-rural character of the area, as well as pressure on local infrastructure including schools, road network and the rail network.

#### Rural Area

Developers submitted representations promoting housing on seven sites in the rural area:

#### Irene Terrace, Standburn (site 210)

A site at Irene Terrace was proposed for 5 self-build units. There was some community opposition to the proposal, who had previously supported other sites in Standburn in the previous LDP.

#### Hillend Farm (site 057)

Messrs Kelly object to the de-allocation of Hillend Farm and advise that they are in continued discussions with developers. There was support from RSPB for the de-allocation of Hillend Farm.

#### Southmuir farm, California (site 209)

Hamilton and Kinneil Estates seek inclusion of a site for housing at Southmuir Farm

#### Whitecross (site 076)

A number of developers question the effectiveness of the existing allocation at Whitecross, and are seeking justification for their own developments as a replacement.

Malcolm Whitecross re-affirmed their commitment to the site, and advised that they would be submitting a planning application for their site.

Hillcrest (site 056)

Persimmon and the Landowner Mark Agnew support the continued allocation of Hillcrest, but state that the capacity should be around 90 units, to reflect the size of the site.

Slamannan Road 2, Limerigg (site 054)

Manor Forrest and the landowner Kenneth Gardiner are seeking the extension of a site at Slamannan Road 2, in light of the de-allocation of Slamannan Road 1.

Wesleymount Farm East, California (site 214)

Mrs Robertson and Carol Anderson seek the inclusion of a site at Wesleymount Farm. California for housing.

## **Jobs and Economy**

Grandsable Road, Polmont (site 137)

Manor Forrest objects to the non-inclusion of a site at Grandsable Road for employment and tourism. The site is currently under construction for a distillery and other uses, and is identified in the MIR as a non-preferred option for economic development.

Beancross, Polmont (site 096)

Klondyke Ltd requests that the Council maintains the allocation of Beancross for business. Klondyke Ltd have committed to expansion within the allocated site, as evidenced by the submission of a planning application with the Council.

Maddiston Fire Station (site 140)

As detailed previously, representations were received from Maddiston Community Council, and a number from the local community expressing support for the Council's preferred option for employment and community uses on the site.

Gilston (site 95)

As detailed previously, Hansteen are seeking a residential element at Gilston of up to 500 houses. They argue that there is not sufficient demand in the Council area for a business park of this scale and in this location.

Another respondent noted that Gilston should include an emphasis on tourism in the mix of uses due to its proximity to the canal and countryside.

In general terms, there was broad support among the development industry for the de-allocation of non-effective sites in the rural south, but largely on the proviso that these sites were replaced elsewhere.

## **Heritage**

Brightons Community Council request that the Council should take a more proactive stance to ensure heritage bodies take interest and ownership of Haining Castle, to ensure it is at least not allowed to deteriorate any further.

## **Place and Environment**

Brightons Community Council would like to see the importance of the Grange Centre as a hub for outdoor activities in the area. It was also suggested that the woodland between Wallacestone and California could be enhanced with woodland pathways and walks.

## **Infrastructure**

There were general concerns expressed from all community councils about the impact of new development on infrastructure including the local road network, impact on school capacity, lack of open space provision in some areas, lack of community facilities and impact on parking at Polmont Station.

Specifically, Brightons Community Council would like to see a new train station as part of the Whitecross development

Maddiston Community Council also highlighted the deficiencies of bus services to key community facilities located in Polmont and Falkirk, as well as highlighting the overall shortage of community facilities in Maddiston.

## **Denny**

### **Housing**

Developers submitted representations promoting housing on three sites:

#### **Drove Loan (115)**

Philip C Smith Commercials support the allocation of a site at Drove Loan for 25 units (or greater if considered appropriate) to supplement existing allocations in Denny and Dunipace. The submission states that the site would provide a range and choice of housing in an attractive location and address any short or medium term shortfall in the housing land supply. They consider that the site will assist in the delivery of the planned capacity enhancement at Head of Muir primary school.

#### **Rosebank (0017)**

Ogilvie Homes support the continued allocation of Rosebank and are promoting a further extension of the site to the north.

#### **Bankhead Farm (0164)**

Ogilvie Homes wish a site at Bankhead Farm to be considered as a long term housing opportunity.

The effectiveness of sites at Broad Street (0067) and Denny High School (0012) is questioned as neither site has a developer attached.

### **Infrastructure**

SEPA note that the site for a cemetery extension at Hills of Dunipace (0191) requires groundwater investigations as the site is close to a number of water courses.

## **Falkirk**

### **Housing**

Developers submitted representations promoting housing on nine sites:

#### **Slamannan Road (site 120)**

Garthill Developments continued to promote the development of this site, which was submitted through the 'call for sites' process, but was accorded non-preferred status in the MIR. There was objection to this site from a local resident. HES commented on potential historic environment constraints affecting the site, including the Battle of Falkirk site and the adjacent scheduled Union Canal.

#### **Glen Farm (site 121)**

Persimmon Homes continued to promote the development of this site, which was submitted through the 'call for sites' process, but was accorded non-preferred status in the MIR. There was opposition to the site, including an objection from the tenant farmer who emphasised the site's importance to the farm business, the secure tenancy, and other impacts on landscape and tourism in the south Falkirk area. SNH commented on the potential landscape impacts.

#### **Woodend Farm (sites 123/160)**

There was objection to this preferred site from a rival developer on grounds of landscape impact and loss of agricultural land. Others queried the type and tenure of housing that would be built. HES and SNH commented on potential impacts on the Callendar Park designed landscape, and SNH made wider comments on landscape impact and the extent of the allocation.

#### **Glen Works**

This was a new site promoted by Mr Wood which had not been submitted through the 'call for sites' process and did not feature in the MIR.

#### **Victoria Buildings (167)**

There was support for the reuse of the former school buildings and their conversion to flats as a means of regenerating the area.

#### **Falkirk Gateway (80)**

There were mixed views on the introduction of housing as part of the Falkirk Gateway, with some seeing this as an appropriate addition, while others felt it should be retained exclusively for business.

#### **Portdownie (68)**

There was a view that this site should be de-allocated as a residential site, due to its stalled status and the fact that it is not being actively marketed.

#### **Grangemouth Road (25)**

Forth Valley College sought an increase in the stated capacity of this site and removal of the requirements to retain the existing playing field within the site.

There was general support for the focus on Town Centre living and increasing the number of residential units within Falkirk Town Centre.

## **Business**

The revised approach to the Falkirk Gateway site, whereby the focus will shift from household retail to business and tourism related uses, was largely welcomed, especially by town centre interests. However, there was still a view that the focus on the Gateway posed a threat to the Town Centre. The inclusion of the proposed new Forth Valley College campus within the Falkirk Investment Zone was welcomed. James Callendar & Son supported the continuation of the flexibility on change of use accorded to Abbotshaugh Sawmill.

## **Tourism**

A greater focus on tourism in Falkirk Town Centre was mentioned by a number of respondents, to balance out the fact that most attractions are on the outskirts. The lack of a TIC in the Town Centre was mentioned. The potential of Callendar House, canal network, the Roman theme, and the path network in the area were also referenced.

## **Town Centres**

There was a general concern expressed about the vitality and viability of Falkirk Town Centre, with reference made to a number of issues including vacant premises, business rates, and underutilised space above shops. There was a call for more investment in the Town Centre. Falkirk Towns Ltd and the Howgate owners expressed concern about the impact of Central Retail Park on the traditional town centre and sought to have the retail park removed from the Town Centre boundary and classified as a 'Commercial Centre'. The owners of the retail park, by contrast, consider that it contributes to the Town Centre, and should be allowed more flexibility of use. Generally, the policy measures suggested by the MIR for Falkirk Town Centre were supported. The East End opportunity area was supported, although there was some concern about the Grahamston opportunity as potential competition for the High Street, and queries about access. Royal Mail sought to be excluded from the opportunity as they have no plans to vacate the site.

## **Infrastructure**

Falkirk Towns Ltd considers the traffic system in Falkirk Town Centre is dated and should be investigated. There was a view that the bus station was not fit for purpose and needed to be relocated or given a major facelift.

## **Green Network**

There were comments about the Helix, and its future direction, with some respondents wanting more activities, and others preferring it as it is. There was a view that there should not be an over concentration of resources, with investment in other greenspaces such as Callendar Park. A link in to the green network from the Town Centre was seen as important. The need for better links between the Helix and Callendar Park was also mentioned.

## **Grangemouth**

### **Housing**

#### **Glensburgh Business Site (044)**

Mr Tim Flett seeks housing and tourism development at the Glensburgh business site (044). The submission states that there is an oversupply of employment land in the area.

Grangemouth Community Council and residents have raised concerns about the lack of choice for housing in the area and the need to update existing housing stock.

### **Vision**

While the vision is generally supported it is felt by the community council and individuals that there is too much industrial focus on Grangemouth with the burden of increased economic development falling predominantly on one community.

### **Making Better Places and Green Network**

The Community Council supports the principle of placemaking statements which should be material planning considerations. Their submission states that the improvement of Zetland Park should be a priority and linkages to the Helix need upgraded from the bottom of Icehouse Brae along Laurieston Road to join the stadium network. Forth Ports note that the docks should be excluded from the green network corridor as there is no public access to this area.

### **Business Locations**

There is business support for the continuation of the major hazards policy with minor changes and the Chemical Cluster Companies support the extension of preferred areas for business and industry to Wood Street, Dundas Road and Dalgrain Road. Forth Ports also support the further allocation of port land for port related activities and the site for a carbon capture and storage plant. The Community Council is concerned about the impact of further industrial development in the town on the wider community. Ineos Upstream would like to see a supportive policy in the plan on onshore oil and gas. There is a view that there is too much employment land in the area and sites should be reviewed. The RSPB have concerns about the allocation of the sites at the docks (128, 162, and 163) for a thermal power station and the impact on inter-tidal habitats. Assessment under the Habitats Directive should be carried out at the LDP stage and not postponed to project level.

### **Town Centres**

There is a view that Grangemouth town centre is the only one not to have been regenerated. It is considered that there should be a flexible approach to development in town centres to reflect the difficulties centres face.

### **Tourism**

The Community Council noted that existing tourism assets in the wider area should be protected from development with proposals for unconventional oil and gas threatening this expanding industry.



## **Infrastructure**

Forth Ports consider that proposals for the Flood Prevention Scheme should be discussed with them before the plan is published. The submission from Forth Ports states that a broad range of funding sources for infrastructure is supported however they should not be expected to fund the scheme by virtue of proximity alone.

The RSPB would welcome the chance to discuss the Flood Prevention Scheme with opportunities existing to mitigate any impact including habitat creation and additional land may need to be identified in the LDP to accommodate this requirement. Historic Environment Scotland (HES) note that the scheme may affect the site and setting of scheduled ancient monuments in the vicinity of the Antonine Wall.

The Chemical Cluster Companies seek assurances that the safeguarding of the Grangemouth Rail Station will not prejudice the development of chemicals businesses. The Community Council considers that a radical approach to developing an integrated transport system is needed including upgrading junction 6 of the M9, the railway station and an industry only route via Earls Road.

A local resident highlights the need to provide outdoor recreational facilities and new paths.

## **Energy**

Further details are required on the energy and district heating policy by the Chemical Cluster Companies and Forth Ports. There should however be support for gas powered Combined Heat and Power (CHP) plants recognising industries need for a balanced energy portfolio. There is a view that companies may also not have spare capacity to give to any district heating network. Further information should also be provided on how sites will be future proofed for district heating. For the Community Council there is a degree of uncertainty around the development of a district heating scheme, with who will operate it and who will benefit. Clarity is required on the source of energy for the CCS plant which if coal could add to the environmental impacts on the town. The CCS scheme is also not supported by a local resident.

## **Waste**

The support for waste management facilities on business and industry sites is of concern to the Community Council given the number of sites in Grangemouth. It is felt that the town should not become the waste management centre for other areas and it has already suffered the effects of mismanaged and poorly regulated facilities.

## **Larbert and Stenhousemuir**

### **Housing**

Developers submitted representations promoting housing on nine sites:

#### **Hill of Kinnaird 2 (094)**

NHS Forth Valley (landowners) and Bellsdyke Consortium (Cala Homes and Persimmon) support the re-allocation of Hill of Kinnaird 2 to mixed use development. It is considered that the MIR's indicative figure of 70 housing units falls short of what can be accommodated on the site. The consortium promotes an increased capacity of 70-150 units well as commercial development and green space. It is considered this will satisfy the continued high demand for new housing in this area. The site is an existing allocated business site in LDP1 and proposed for mixed use including residential in the MIR.

#### **Kirkton Farm 1 & 2 (127 & 129)**

Taylor Wimpey supports a new Carronshore Strategic Growth Area involving a large scale green belt release at Kirkton Farm. Their submission supports a safeguarding for future development in the LDP to enable further work to be carried out. The sites had been promoted pre-MIR and were a non-preferred option in the MIR.

#### **Roughlands Farm (northern part of 130)**

Taylor Wimpey seeks the allocation of the northern section of Roughlands Farm for housing development (100 units). It is considered this could be an alternative to Hill of Kinnaird (94) rather than removing an existing strategic business allocation to accommodate residential development. The submission states that Roughlands forms a logical and rounding off of the settlement. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

#### **Bensfield Farm (131)**

Wallace Land Investments seek the allocation of Bensfield farm (131) for housing (240 units). The submission states that delivery would be brought forward in phases with full output achievable in the period to 2024, and that the site is in single ownership and immediately effective. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

#### **Stirling Road (133)**

Gladman Developments Ltd promotes a site at Stirling Road within the RSNH site for housing (60 units). The submission states that it offers a sustainable location, is of a modest scale and offers incremental growth in keeping with the pattern of development in this area. Gladman consider Stirling Road to be an effective site with strong house builder interest. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

#### **Hill of Kinnaird East (134)**

Cala Homes West Ltd seek the allocation of Hill of Kinnaird East as a new Strategic Growth Area for a residential-led mixed use development which includes circa 1000 houses (25% affordable), a new primary school, a local centre, community green space and associated infrastructure. The submission states that the Council's growth strategy must be focused on buoyant housing markets where housing has been consistently delivered such as Larbert and Stenhousemuir. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

#### Glenbervie West (218)

Paradigm Asset Management Group Ltd seeks allocation of a 13 acre agricultural site at Glenbervie West (218) for 63 housing units. The submission states that the site will help tackle the shortfall in housing delivery that has developed. The site was not promoted at the call for sites stage.

#### Glenbervie South (219)

NHS Forth Valley (NHS Board) seeks the allocation of Glenbervie South for residential development in the medium to longer term. The submission states that the site is presently used for grazing and is considered suitable for residential development. The site was not promoted at the call for sites stage.

There is a general feeling from developers that restricting further growth in Larbert and Stenhousemuir to focus on other less buoyant markets is unsustainable and will not deliver the housing land requirement. Some developers are critical of the Council's reliance on larger scale sites which will not deliver growth even with the reprogramming outlined in the MIR. There is a view from developers that Larbert and Stenhousemuir is very attractive to the market and can therefore be relied upon to continue to deliver new homes.

On the other hand the Community Council feel Larbert and Stenhousemuir cannot take any more growth and feel that existing infrastructure is struggling to cope with new housing. Similar comments were made by individuals. There is specific opposition from individuals to housing at Stirling Road (133) as it would be intrusive for the Maggie Centre and the area is already congested which could impact on the emergency services road. There are also comments that there should be no more housing at Hill of Kinnaird (94) as this would add to school capacity issues and traffic congestion. One individual comments that housing should not be permitted on employment sites as this may exacerbate the existing issue that the area is becoming a dormitory town for commuters.

### **Business**

#### Glenbervie Business Park (093)

Scottish Enterprise seeks a more flexible approach to the use classes permitted at Glenbervie to add value to the site and offset the high site development costs.

### **Town Centres**

One individual comments that Kinnaird Village shops are not occupied because the developer will only allow chain stores. It is felt local business in the community should be a priority. There is also disappointment that some of the community facilities planned for Hill of Kinnaird have never happened.

### **Infrastructure**

There are general comments from residents that there is too much focus on housebuilding without consideration to the impact on existing infrastructure and the community. Increased investment is needed in community facilities to cope with the increasing population. Hill of Kinnaird is specifically mentioned as many of the community facilities have not happened, a community hall or games areas is suggested for Site 94. Small play parks in Hill of Kinnaird are not considered adequate and further facilities are required for teenagers.

Community Council comment about the poor level of open space found in Larbert and Stenhousemuir.

One developer comments that the education capacity situation is overstated.

### **Green Network**

General support for green network policies from the Community Council. There is one comment that Larbert Loch and Larbert Wood need to be retained as conservation sites

## **Rural North**

### **Housing**

Developers submitted representations promoting housing on ten sites:

#### **Airth**

##### **Airth Mains Farm (148)**

George Russell Construction Ltd seeks the inclusion of low rise housing and visitor centre at Main Farm Airth. The submission states that the promoter would agree to a legally binding occupancy restriction to over 55 years removing any adverse impact on school roles. It is felt that the visitor centre will enhance tourist potential in the area and provide jobs. The site had been promoted pre-MIR and was a preferred option in the MIR.

##### **Eastfield 1 & 2 Airth (150 & 151)**

Ogilvie Homes Ltd seeks allocation of two housing sites in Airth, Eastfield 1 and 2. Eastfield 1 covers 1.9ha and has an indicative capacity of 50 units. Eastfield 2 covers 19.5ha and has an indicative capacity of 200-250 units. The submission states that both sites are considered to be immediately effective and are within a single ownership. The sites had been promoted pre-MIR and were non-preferred options in the MIR.

#### **Dunmore**

##### **Dunmore South (208)**

Mrs Jeanette Sutherland seeks the allocation of Dunmore South for elderly amenity residential bungalows (29 units). The land is currently rough grazing land. The submission states that it is an effective housing site and would create a logical extension to the village. The site was not promoted at the call for sites stage.

#### **Skinflats**

##### **Newton Avenue North, Skinflats (153)**

Mr Tim Flett seeks inclusion of Newton Avenue North Skinflats. The submission states that it forms back land development close to the Primary School and related village facilities and is much more accessible than the Councils own site which they have allocated for housing. The site had been promoted pre-MIR and was a non-preferred option in the MIR.

##### **Newton Avenue South, Skinflats (165)**

Falkirk Council seeks inclusion of Newton Avenue South Skinflats. The site had been promoted pre-MIR and was a preferred option in the MIR.

#### **South Alloa**

##### **Ferry Road, South Alloa (215)**

Malcolm Whitecross Macropaper Ltd seeks the inclusion of former Thermalite site in South Alloa (site 215) as a housing allocation (70 units). The site was not promoted at the call for sites stage.

## **Torwood**

### **Blair Farm Torwood (152)**

Balfour Beatty Homes and Roy Mitchell seeks the inclusion of Blairs Farm Torwood for a mixed use development including residential (50 units), a hotel/restaurant, a local shop, a Garden Centre, public open space and woodland planting. The site comprises flat agricultural land adjacent to Torwood. The site had been promoted pre-MIR and was a preferred option in the MIR.

### **Castle Crescent, Torwood (154)**

Mr Young seeks the inclusion of a 3.5ha site located to the north west of Castle Crescent in Torwood for housing (40-60 units). The submission states that it is an effective site which could contribute towards the housing land supply and include affordable housing. The site had been promoted pre-MIR and was a preferred option in the MIR.

### **Torwoodhead (216)**

Mr & Mrs Taylor seek the allocation of a 6 acre site at Torwoodhead for housing. The submission states that there are no known constraints. The site was not promoted at the call for sites stage.

Airth Community Council is largely in agreement with the preferred/non-preferred housing sites contained in the MIR. However they comment that Airth Mains (148) which is a currently non-preferred site in the MIR would be acceptable if tenancy could be restricted to over age 55 years, as the visitor centre proposed would provide much needed complementary tourist facilities for Dunmore Pineapple. They also support Letham East (155) which is currently non-preferred site in the MIR as they consider it to be a viable development which would help prevent stagnation of Letham Village. In Skinflats they support Newton Avenue North (153) which is currently non-preferred and consider that Newton Avenue South (165) is not suitable due to its flooding history.

Larbert and Stenhousemuir Community Council are in agreement with the MIR that further growth in Torwood would be inappropriate due to the limited services available.

One developer comments that the preferred allocation in Skinflats should not be supported going forward as there is no market for such a development. There is also comment that there is no justification Newton Avenue South (165) to be allocated in advance of Newton Avenue North (153).

There are comments from developers that Torwood falls within an area of high market demand but the currently allocated sites are failing to perform. The deliverability and effectiveness of two sites in Torwood, Former Torwood School (43) and McLaren Park (44) are questioned as neither site has commenced construction.

## **Tourism**

The representation submitted by George Russell for Airth Mains Farm (148) which includes a visitor centre for Dunmore Pineapple to enhance tourist potential and provide jobs, is supported by Airth Community Council.

## Appendix 1 Deposit Locations - Libraries & One Stop Shops

<b>Bo'ness Library</b> Scotland's Close Bo'ness EH51 0AH	<b>Camelon One Stop Shop</b> 256 Main Street Camelon FK1 4DY
<b>Bonnybridge Library</b> Bridge Street Bonnybridge FK4 1AD	<b>Dawson Neighbourhood Office</b> Dawson Centre Davids Loan Bainsford FK2 7RG
<b>Denny Library</b> Davies Row Denny FK6 6FA	<b>Denny One Stop Shop</b> Carronbank House Carronbank Crescent Denny FK6 6GA
<b>Falkirk Library</b> Hope Street Falkirk FK1 5AU	<b>Falkirk One Stop Shop</b> Unit MSUI Callendar Square Falkirk FK1 1UJ
<b>Grangemouth Library</b> Bo'ness Road Grangemouth FK3 8AG	<b>Grangemouth One Stop Shop</b> 5 York Arcade Falkirk Grangemouth FK3 8BD
<b>Larbert Library</b> 22 Hallam Road Larbert / Stenhousemuir FK5 3JX	<b>Stenhousemuir One Stop Shop</b> 398 Main Street Stenhousemuir FK5 3JR
<b>Meadowbank Library</b> Stevenson Avenue Polmont FK2 0GU	
<b>Slamannan Library</b> High Street Slamannan FK1 3EX	

At each venue: 1 x Main Issues Report, 1 x A4 / A3 Poster, 20 x Newsletter  
20 x Comments Form

## Appendix 2 Local Newspaper Adverts

Advert at start of Consultation

### HELP TO SHAPE THE FUTURE OF OUR PLACES

#### **Falkirk Local Development Plan Consultation on Main Issues Report**

##### **What's it about?**

The Falkirk Area has seen big changes over the last 20 years. New housing, new schools, new greenspaces, changing town centres, new businesses in place of old ones, and many more visitors than we used to have. But how will the area develop in the future, and how can you help to influence these changes?

The Falkirk Local Development Plan is the document which sets out where new development should, or should not, will be located in the future, and how our places should change over the next 20 years.

The Council is reviewing the Local Development Plan and has published a Main Issues Report which identifies the big planning issues facing the area, and options for tackling these issues, including preferred sites for new development. For example:

- Where are the 1,500 extra homes we need going to be built and what infrastructure is needed to support this growth?
- What is the future for our Town Centres and key business areas such as the Falkirk Gateway?
- How can we create high quality new places to live, work and visit in the future?

We want to get people's views on these issues and options, before we write the proposed plan, so we are running a consultation on the Main Issues Report until Friday 5<sup>th</sup> May 2017.

##### **How to get involved**

- Find out more about the consultation and read the Main Issues Report (and the accompanying Environmental Report) on the Council's web site at [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2) . Copies of the Main Issues Report can also be viewed at libraries, and one stop shops in the Council area.
- Come along to one of the 15 drop-in roadshow events being held around the Council area during the consultation period, kicking off at Denny Library on Thursday 23<sup>rd</sup> February 2017 from 4-8pm. Details of the events are on the Council's web site.
- You can make comments on or before Friday 5<sup>th</sup> May 2017
  - By using the online comments form at [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2)
  - By e-mail to [ldp@falkirk.gov.uk](mailto:ldp@falkirk.gov.uk).
  - By post to Falkirk Council Development Services, Abbotsford House, David Loan, Falkirk FK2 7YZ.

For further information or queries, e-mail the Development Plan team on [ldp@falkirk.gov.uk](mailto:ldp@falkirk.gov.uk) or call 01324 504739.



## **HELP TO SHAPE THE FUTURE OF OUR PLACES**

### **Falkirk Local Development Plan Consultation on Main Issues Report**

Falkirk Council is reviewing its Local Development Plan and has published a Main Issues Report which identifies the big planning issues facing the area, and options for tackling these issues, including preferred new sites for development.

Consultation on the Main Issues Report is taking place from 10<sup>th</sup> February to 5<sup>th</sup> May 2017. You can read the document and find out how you can have your say by visiting the Council's web site at [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2) or attending one of the forthcoming drop-in roadshow events listed below

#### ***(List relevant roadshow events)***

For further information or queries, e-mail the Development Plan team on [ldp@falkirk.gov.uk](mailto:ldp@falkirk.gov.uk) or call 01324 504739.

## Falkirk Local Development Plan 2

# ROADSHOW

## Help to shape the future of our places



Falkirk Council is reviewing its Local Development Plan and has published a Main Issues Report which identifies the big planning issues facing the area, and options for tackling these issues, including preferred new sites for development.

Consultation on the Main Issues Report is taking place from 10th February to 5th May 2017. You can read the document and find out how you can have your say by visiting the Council's web site at [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2) or attending one of the forthcoming drop-in roadshow events listed opposite.

For further information or queries, e-mail the Development Plan team on [ldp@falkirk.gov.uk](mailto:ldp@falkirk.gov.uk) or call 01324 504739.



**Falkirk Council**

### Where to meet and feedback

Thurs 23 Feb	4.00 - 7.30pm	Denny Library
Mon 27 Feb	4.00 - 8.00pm	Bo'ness Recreation Centre
Wed 1 March	4.00 - 8.00pm	Slamannan Community Education Centre
Thurs 2 March	4.00 - 8.00pm	Bonnybridge Community Education Centre
Mon 6 March	4.00 - 8.00pm	Greenpark Community Education Centre, Polmont
Wed 8 March	6.00 - 9.00pm	Grangemouth Community Education Centre
Sat 11 March	10.00 - 3.00pm	Tesco Redding
Thurs 16 March	4.00 - 8.00pm	Ettrick Dochart Community Hall, Hallglen
Mon 20 March	4.00 - 8.00pm	Maddiston Community Education Centre
Wed 22 March	4.00 - 8.00pm	Bothkennar Primary School, Skinflats
Sat 25 March	10.00 - 3.00pm	Tesco Bo'ness
Mon 27 March	3.00 - 7.00pm	Larbert Library
Wed 29 March	12.00 - 4.00pm	The Power Station, Whitecross
Fri 31 March	10.00 - 3.00pm	Howgate Centre, Falkirk
Tues 11 April	4.00 - 7.00pm	Airth Community Hall

# DEVELOPMENT PLAN

Issue 19

Update

February 2017



## FALKIRK LOCAL DEVELOPMENT PLAN 2: CONSULTATION on MAIN ISSUES REPORT

The Falkirk Local Development Plan (LDP) is an important document which shapes the long term future of communities across the Falkirk area. The Council is currently reviewing the plan, which was originally adopted in 2015 (LDP1). The new plan, called LDP2, will provide an updated framework for the development of the area in the period 2020-2040.

As a key early stage of the LDP2 process, the Council has now published a **Main Issues Report** which:

- Identifies the key development and land use issues facing the area; and
- Sets out the Council's preferred options for tackling these issues, including preferred new sites for future development, along with other reasonable alternatives.

The Main Issues Report is a consultative document, and the Council is seeking the views of communities and stakeholders on its content during a consultation running **from 10th February to 5th May 2017**. Although the document identifies preferred options, these do not yet represent the final view of the Council on what should be included in LDP2. The outcome of the consultation will help us to prepare the Proposed Plan later in 2017, which will then be subject to further consultation.

This special issue of the Development Plan Update summarises the Main Issues Report and explains how you can get involved in the consultation process.

### How to get involved

**Read the Main Issues Report** which can be viewed on the Council's web site at [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2). Copies can also be inspected at libraries, one stop shops, and the Council offices at Abbotsford House, David's Loan, Falkirk. You can also read this newsletter which provides a useful summary of the key points.

**Come along to one of the LDP2 roadshow events**, as shown in the box opposite. This will consist of an exhibition with Council planning officers on hand to explain the document and help you record your views.

**Make comments in writing by Friday 5th May 2017**

- by using the online comment form available at [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2)
- by e-mail to [ldp@falkirk.gov.uk](mailto:ldp@falkirk.gov.uk)
- by post to Falkirk Council, Development Services, Abbotsford House, David's Loan, Falkirk FK2 7YZ.



### LDP2 Roadshow Events 2017

DATE	TIME	VENUE
Thursday 23rd February	4 - 7.30 pm	Denny Library
Monday 27th February	4 - 8 pm	Bo'ness Recreation Centre
Wednesday 1st March	4 - 8 pm	Slamannan Community Education Centre
Thursday 2nd March	4 - 8 pm	Bonnybridge Community Education Centre
Monday 6th March	4 - 8 pm	Greenpark Community Education Centre, Polmont
Wednesday 8th March	6 - 9 pm	Grangemouth Community Education Centre
Saturday 11th March	10 am - 3 pm	Tesco Redding
Thursday 16th March	4 - 8 pm	Ettrick Dochart Community Hall, Hallglen
Monday 20th March	4 - 8 pm	Maddiston Community Education Centre
Wednesday 22nd March	4 - 8 pm	Bothkennar Primary School, Skinflats
Saturday 25th March	10 am - 3 pm	Tesco Bo'ness
Monday 27th March	3 - 7 pm	Larbert Library
Wednesday 29th March	12 - 4 pm	The Power Station, Whitecross
Friday 31st March	10 am - 3 pm	Howgate Centre, Falkirk
Tuesday 11th April	4 - 7 pm	Airth Community Hall



## VISION

The Main Issues Report indicates that the current vision for the area in LDP1 is still relevant and should be continued into LDP2.

*The place to be: 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 importance in the national context, providing an attractive and **sustainable place** in which to live, work, visit and invest.*

**Do you agree with this vision?**



## PLACE AND ENVIRONMENT

### Issue 1: How do we create high quality places that function well?

Planning is about creating better places. We have design policies and guidance to help us do this, but these could be improved. Our preferred option is to:

- Combine and update our existing design policies into a single placemaking policy which aligns better with Scottish Government policy; and
- Prepare 'place statements' for individual communities to capture what makes them special and how they could be improved.

**In what other ways can we help to create high quality places?**



### Issue 2: How can we extend and improve our greenspaces?

Our area sits at the heart of the Central Scotland Green Network and contains a network of award winning greenspaces, such as the Helix. What should our next priorities be in LDP2? Our preferred option is to:

- Update the LDP's list of green network opportunities, including new open space, community growing and outdoor learning projects;
- Prepare guidance on providing green infrastructure alongside new development (e.g. planting, drainage ponds, paths, playspaces, parks etc.);
- Integrate the Open Space Strategy and Woodland and Forest Strategy into LDP2; and
- Update our list of locally designated nature conservation sites.

**What green network opportunities do you think are a priority for your area?**

## What are the Main Issues and Options ?

### HOMES AND COMMUNITIES

#### Issue 3: How many homes should we plan to build?

The population of the area is projected to continue to grow over the coming years, although at a slower rate than we anticipated in LDP1. We have to decide how many new homes we need to provide to meet the area's needs over the period of the plan. Our preferred option is to:

- Build 9,600 new homes over the period 2020-2040, giving an average annual rate of 480 houses, which is lower than the present rate of 675;
- Of this 480 house target, the affordable housing element would be 205 homes; and
- Flexibility of 15% would be added to the housing target, to give the amount of land that requires to be allocated.

**Do you agree with reducing the rate of growth in this way?**

#### Issue 4: How many homes will our existing housing land supply deliver?

We estimate that land already allocated for housing in LDP1 can deliver some 4,025 homes during the initial plan period of 2020-2030. We have reassessed some 'stalled' sites and are suggesting removing those which have little prospect of delivering new homes in the plan period. Our preferred option is to:

- Remove housing sites at Slamannan, East Bonnybridge and Kilsyth Road, Hags and selected sites in the Rural South Villages; and
- Retain other sites which have been slow to progress such as the Strategic Growth Areas at Whitecross, Banknock, Dennyloanhead and Falkirk Canal Corridor, but with a more realistic view as to their timescale for development.

**Should we remove more or less of these "stalled" sites?**

#### Issue 5: Where should new homes be located?

With a housing land requirement of 5520 homes (4,800 + 15% flexibility) and an existing supply of 4025, this means that further land for 1495 homes needs to be identified for the period 2020-2030. Our preferred option is to:

- In **Bo'ness**, a large new housing site at Crawfield Road (450 homes) and an increased housing content within the Drum South site (+100 homes);
- In **Falkirk**, some housing as part of the Falkirk Gateway (100 homes), an eastward extension of Hallglen at Woodend Farm (80 homes), new homes within the Town Centre (100 homes), and a number of brownfield sites within the urban area;
- In **Larbert/Stenhousemuir**, some additional housing within the proposed Kinnaird business park (70 homes);
- In **Maddiston**, retirement housing (70 homes) and a care home to the north of the Haining;
- In **Skinflats**, a southern extension to the village (80 homes); and
- An allowance for 'windfall' housing of 50 homes per year.

The distribution of proposed housing allocations, both existing and proposed are shown in the table below:

Settlement Area	2020 - 2030		
	Existing Housing Supply	Additional Housing	Total
<b>Bo'ness</b>	281	550	831
<b>Bonnybridge &amp; Banknock</b>	1,168	0	1,168
<b>Braes &amp; Rural South</b>	545	70	615
<b>Denny &amp; Dunipace</b>	982	0	982
<b>Falkirk</b>	668	370	1,038
<b>Grangemouth</b>	11	10	21
<b>Larbert &amp; Stenhousemuir</b>	230	70	300
<b>Rural North</b>	140	80	220
<b>Windfall Allowance (50 per annum)</b>		500	500
<b>Total</b>	<b>4,025</b>	<b>1,650</b>	<b>5,675</b>

**What are your views on the housing options for your area?**



## **JOBS AND ECONOMY**

### **Issue 6: What should be the vision for our business locations?**

We currently have four Strategic Business Locations at: Falkirk Investment Zone; Grangemouth Investment Zone; Larbert Gateway and the Eastern Gateway. We have reviewed these key employment locations. Our preferred option is to:

- Allow for a wider range of uses, including housing, at the Falkirk Gateway, Hill of Kinnaird Business Park and the Drum, Bo'ness; and
- Allocate additional land for port-related activity within Grangemouth Docks, including a site for a thermal power station with carbon capture and storage, and define the extent of new development opportunities within Ineos.

**Do you agree with this approach to our major employment sites?**

### **Issue 7: How can we promote active, accessible and attractive town centres?**

The area's town centres remain under pressure due to economic and social change, particularly affecting the retail sector. We need to help these centres adapt to new roles and diversify their function, with less of a reliance on shopping. Our preferred option is to:

- Revise policies to emphasise the 'town centre first' principle;
- Remove the Falkirk Gateway from the current network of centres;
- Continue to promote mixed use opportunities in Falkirk Town Centre at Grahamston and at the East End;
- Relax our policy on changes of use within Falkirk Town Centre;
- Support the building of more homes in the Town Centre by relaxing our policy on developer contributions; and
- Continue to promote mixed use development opportunities in the District Centres, and facilitate restructuring of the Carron Centre.

**Do you agree with this approach to our town centres?**



### **Issue 8: Are there additional opportunities to boost the growth of tourism in the area?**

Tourism in our area has grown over the last five years. Are there any additional opportunities to take advantage of this growth?

Our preferred option is to:

- Continue to promote the network of tourism themes and nodes contained in LDP1; and
- Identify additional tourism opportunities at the Falkirk Wheel, Wester Carmuir, and Kinneil walled garden.

**Are there any other opportunities to boost the growth of tourism in the area?**

## INFRASTRUCTURE AND RESOURCES

### Issue 9: What infrastructure is needed to support growth?

A number of transport, flooding, drainage, education and healthcare projects are contained in LDP1 and we need to consider any new infrastructure needs which may have arisen. The delivery of infrastructure to support growth is a major challenge. Our preferred community growth options try to make maximum use of existing infrastructure.

Our preferred option is to:

- Update LDP1's list of infrastructure projects to include cemetery extensions, new paths and outdoor recreation facilities;
- Continue to fund infrastructure from a range of sources including developer contributions; and
- Update guidance on developer contributions.

**What do you consider are the priorities for new infrastructure?**

### Issue 10: How can we meet energy needs and move towards a low carbon economy?

Reducing greenhouse gas emissions from energy generation is a national priority. Onshore wind is the most significant renewable technology in our area but future growth is uncertain. The development of district heating networks to provide heat from renewable sources could also have a significant role in reducing greenhouse gas emissions. The use of renewable energy technologies in new development also has the potential to reduce emissions although this can increase development costs. Our preferred option is to:

- Provide policy guidance for all energy related development;
- Allocate a site in Grangemouth Docks for a power station with carbon capture and storage; and
- Promote the incorporation of district heating into major new developments and identify heat network opportunities associated with the Grangemouth Energy Project.

**Do you agree with this approach?**

### Issue 11: Do existing policies on mineral and gas extraction, and waste management accord with national policy?

Coal and gas production in this area has the potential to contribute to the broad energy mix in Scotland and help maintain a secure energy supply nationally. There are still coal reserves which could be surface mined and also onshore gas reserves which could be extracted. We need to support a network of waste management facilities including landfill sites however increased recycling and reuse of waste will reduce the need for landfill capacity over the life of the plan.

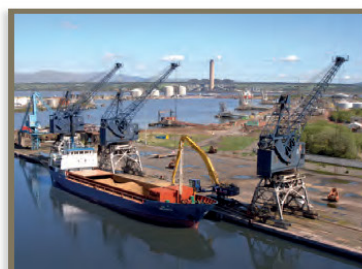
Our preferred option is to:

- Await the outcome of the Scottish Government's review of unconventional onshore gas extraction before reviewing our policy;
- Remove the site safeguarding for additional landfill capacity at Avondale; and
- Continue to support the development of new waste management facilities on current business and industry sites.

**Do you agree with this approach?**

## Further Information

Further information is available on the Council's web site at [www.falkirk.gov.uk/ldp2](http://www.falkirk.gov.uk/ldp2). You can also e-mail the Development Plan Team at [ldp@falkirk.gov.uk](mailto:ldp@falkirk.gov.uk) or call on 01324 504739.



**DEVELOPMENT  
PLAN** *Update*

## **Appendix 5 Notes of Stakeholder Workshops**

### **Workshop 1 - Wednesday 15<sup>th</sup> March 2017, Callendar House**

#### **Place and Environment**

##### **Session 1:**

##### Design Policy

- Agreement that it is worthwhile condensing our suite of design policies but also recognition that this will not be easy;
- The planning review is suggesting the greater use of nationally set model policies; this may have an impact on any condensed design policy we devise;
- Consistent interpretation of a condensed design policy is a key issue and the proposed place statements may have an important role to play;

##### Place Statements

- Suggestion that place statements could take the form of community charters which capture local people's aspirations for the development of their community;
- There should be early engagement so that the community understand the policy implications of their place statement;
- All relevant stakeholders should be involved in the preparation of place statements
- Examples of successful approaches to place statements were given. In the Scottish Borders place statements formed part of volume 2 of the Proposed Plan. Aberdeenshire Council were also cited as having used a successful approach.

##### Green Network

- There appears to be a lack of north/south connections within the green network and there is an opportunity to improve this;
- Any new north/south connections should link in with the key existing east/west connections (JMW, River Avon Heritage Trail and Canal Corridors);
- East Lothian Council face similar issues in connecting their rural villages to the larger towns;
- There are some shared paths/ cycle paths which currently stop short of their destination and force cyclists onto pavements or very busy roads;
- There is a major gap in the Helix network at Malcolm's Yard, this needs addressed;
- The connection between the Helix and Callendar Park is sub-standard.

##### Open Space Policy

- There should be new greenspace as part of all new development to assist with place making;
- To ensure long term maintenance and sustainability, substantial new open space should be Council owned;
- Encouraging the creation of new open space specifically managed for biodiversity could help to reduce overall long term maintenance costs.



## **Session 2:**

### Design Policy

- Consolidating design policy will be lots of work, but worthwhile;
- Having less design policies will be easier for communities and developers alike;

### Place Statements

- The preparation of place statements is an opportunity to connect communities with planning;
- Consultation on place statements should be carried out early and be community friendly;
- Place statements should include an analysis of landscape setting as well as urban form and architecture and give some thought to how we can retain these essential elements of place;
- We will have to put further thought into how we define each “place” to be subject to a place statement;
- Place statements should include an analysis of the constraints of a place to inform possible development options and other environmental enhancement projects;
- Place statement could be used to balance the aspirations of the market with those of planning and the community.

### Green Network

- There must be opportunities to retain/reinstate deciduous tree belts within the South Bo’ness Special Landscape Area. Existing guidance on landscape should be used to identify projects and priorities
- There is a need for an additional cycle path/ foot path in Blackness linking the B903 with Blackness Primary School and along the tree belt behind Blackness Primary School linking to the John Muir Way
- There should be an opportunity for some community growing within Blackness Park once leasehold issues are resolved with Historic Environment Scotland.

### Open Space Policy

- There are recurring issues relating to the sustainability of the factored maintenance of new open spaces.

## **Session 3:**

### Green Network

- Opportunities to enhance the blue network should also be identified as these may be able to tap into funding from SEPA’s water environment fund
- References to the green network should also include reference to the blue network
- Communities see the identification of green network opportunities as a good way of giving their ideas more clout and may present them with opportunities under the community empowerment act.

## Open Space Policy

- Could there be different approaches in different areas dependent on the open space needs of the community the new development sits within?
- Issues of ongoing maintenance need to be addressed;
- All new developments should include new open space but the scale and quality of nearby open space could influence the amount and type of open space to be developed on site;
- New development should include playspace for older kids and teenagers not just for toddlers;
- Too often new developments only provide very small areas of new greenspace.
- Place statements could help to identify the open spaces to be safeguarded and improved within a development.
- More should be made of SUDS features as open space
- Consolidated guidance on incorporating green and blue infrastructure into new development is seen as positive

## Homes and Communities

### Session 1:

#### Housing supply

- Larbert CC does not support further housing in Larbert/Stenhousemuir. School capacity under serious strain. Parking and road congestion around the hospital and on Tryst Road. Happy with reduction in the housing target.
- New Hill of Kinnaird development has anti-social behaviour problems as there is nowhere for older children to go. Small businesses have expressed interest in taking up the units at Bellsdyke but owners are not supportive and don't appear to want to rent out units.
- Blackness – small scale housing development would be positive for village. Policy needs to be proactive to enable small scale development including affordable/smaller properties. Declining population, threat to primary school. Need to attract businesses to area with increase in footfall from John Muir Way and Blackness Castle. Review village boundary to allow small scale development.
- Support for Council's stance on deallocating sites with no prospect of development.
- Developers consider there should be a more generous land supply.
- There is a need to strike a balance between high aspirations for growth and a pragmatic approach in terms of what is realistic.
- Bo'ness has seen town centre improvements and there is a need for additional housing but it shouldn't necessarily be on green field sites.
- Housebuilding in the lower Braes has exacerbated car parking issues at Polmont Station.

#### Affordable Housing

- Private housebuilders accept that affordable housing should be provided on sites although in some cases a commuted sum may be more appropriate.

## **Session 2:**

### Housing Supply

- Developers support further allocations but sites have to be in the right places.
- Small to medium housebuilders are not as active post-recession.
- Falkirk has good transport links and people are moving into the area.
- Need for smaller homes and not just larger 3 or 4 bedroom homes so that sites should have a mix of house types.
- Gilston: St Margaret's PS may have capacity on paper but this can be different to the situation on the ground.
- Supposed to be encouraging public transport but there is no capacity at station car parks.
- The Council and Developers should produce masterplans for larger sites which take into the account the need to build a variety of house sizes on the same site.
- Polmont CC did not support the Skye Drive site but acknowledge that the development of a brownfield site over a greenfield one is preferable.
- Flight path issues are currently being consulted on which affect development sites in West Lothian which could affect the attractiveness of sites.

### Affordable Housing

- Cala support the delivery of affordable housing on sites.
- The continuation of the affordable housing policy is supported and the principle that they should be on site.

## **Session 3:**

### Housing Supply

- We should be looking at existing stock and refurbishing it or demolishing and rebuilding. Refurbishment of flats near stadium at Grangemouth has greatly improved them. Various issues mean that some of our Council housing stock is not attractive such as the introduction of numerous waste bins which have to be retro fitted into existing developments.
- Our proposed growth figures are lower than adjacent authorities.
- The areas which have been popular for years and continue to have a lot of development continue to be popular but this means the infrastructure in these areas is under pressure.
- Support for residential development in the town centre but with refurbishments of existing buildings to retain the character of the town centre. Alternatively are we swimming against the tide by trying to revive them against the backdrop of people not wanting to use them?
- Access to amenities and facilities is important in new housing developments. At Hill of Kinnaird shops have not materialised. Other facilities might develop

incrementally over time. The first purchasers in new housing developments may not have a strong sense of community and this has to be created.

- Bo'ness housing sites which are already allocated and within the town should come forward for development before additional greenfield sites.
- What would be the consequences of not meeting the targets? Additional sites might have to be allocated.
- Community charters should be developed which would identify what the community would like to see developed and/or protected. The Council should be looking for a higher level of community agreement, it was noted that the current Scottish Government planning consultation makes some suggestions in this area.

### Affordable Housing

- Perhaps providing a commuted sum is a good idea because housing can be located closer to local amenities than it would be if it was on the new housing site. Could this be seen as creating ghettos?
- Services which are in demand such as doctors and dentists could be located in town centres which are generally accessible.

### Jobs and Economy

#### Session 1:

#### Gilston

- Mixed use development at Gilston, including housing, could be acceptable but only if the infrastructure is available. In terms of numbers, it is a balancing act.
- TIF funding for the A801 improvements is predicated on employment development at Gilston and Whitecross to generate additional business rates which would be recouped. No development has been forthcoming to date.
- Falkirk Gateway
- At the Falkirk Gateway/Stadium there could be potential for commercial leisure. Demand for different specific sports in Falkirk could be looked into by SportScotland.
- In terms of demand for land and property, there is relatively weak office sector. Manufacturing is still relatively strong, and there is continuing demand for good quality industrial premises keeping a portfolio of premises to satisfy enquiries is a continuing issue for the Council
- New college campus could generate spin-off development for the Gateway. Focus of the Falkirk campus is science, technology and engineering, so spin-off likely to be related to these.

#### Town Centres

- The MIR suggests trying to encourage more residential development in town centres. However, demand for 'town centre living' is low in Falkirk compared to the cities; people want parking and don't want to be surrounded by hot food takeaways and charity shops and have to put up with anti social behaviour. What would have to change in Falkirk Town Centre to make it attractive as a place to live? There may be more potential in edge of centre sites, like Grahamston, which offer better amenity.

- The Hub is a success story – it has a waiting list. Takes advantage of central location, but was an act of faith. Not clear if there would be demand.

## **Session 2:**

### **Business Land**

- More flexibility could be accorded to land zoned for business. Certain community uses and professional services are looking to locate at Abbotsford Park because it is the only land available. These could be compatible with mainstream business uses.

### **Grangemouth**

- The focus of the Council's economic strategy is overly focused on Grangemouth – putting all our eggs in one basket. Should be a more balanced approach, with opportunities in the west, which would take some of the pressure off Grangemouth.
- Impact of industry on the local community in Grangemouth is significant, but there are no efforts or funds to mitigate this impact (community fund negotiated in relation to new wind farm applications). Needs to be a more balanced approach with recognition of the needs of the community, and stronger connection between the town and industry.
- Traffic issues in Grangemouth due to concentration of industry are significant – 'drive in, drive out' situation. Again this has impacts on the local community. The companies do not have travel plans. Travel plans are difficult to enforce anyway. Grangemouth needs a railway station – such a major industrial complex should have connectivity to the rail network.

### **Public Transport**

- Bus services need improved – there is no bus from Grangemouth to the High Station. First Bus is constrained in that bus companies are penalised if they don't run to time, but don't have control over the factors that cause delays.
- Cost seems to be as much of an issue as frequency (e.g. in Maddiston) but there are good fare deals available.

## **Infrastructure and Resources**

### **Session 1:**

#### **Strategic/Local Road Network**

- There was a general acceptance that delivering infrastructure was key to achieving growth.
- There was discussion around the appropriateness of an infrastructure levy. There were mixed views as to whether this would help unlock stalled sites and that it would just be another abnormal cost which could hinder development. The National Infrastructure fund may also only focus on bigger strategic schemes and not locally significant schemes.
- Some participants noted that it was more than just about funding, it was also about capital cost of land and fluctuations on the market and uncertainty surrounding this.

- It was acknowledged that there were tensions between balancing growth with the correct level of infrastructure funding.
- There was a view from the community that infrastructure providers i.e. Scottish Government and Councils were playing catch up to address deficiencies caused by development over the last 30 years.
- There was a view from all that infrastructure provision should be futureproofed. An example would be that schools are now at full capacity and that there was a lack of planning.

## Public Transport

- There was discussion around sustainable public transport provision and how best to provide this. Operators such as First Bus are risk averse and it can be hard to plan for future growth on this basis.
- There was a view from the community and Town Centre Management that connected and affordable public transport was key to boosting vitality of town centres.
- SEPA outlined their 'Planning for Prosperity' approach to infrastructure delivery such as major flood defence schemes. They are aiming to achieve balance between being regulatory organisation whilst being proactive in terms of looking at major infrastructure projects early on.
- SEPA also identified need for green and 'blue' infrastructure.

## Waste

- There was a general consensus that de-allocation of Avondale was positive.

## Minerals/Unconventional gas

- There was concern expressed about the ongoing policy vacuum in light of moratorium but most accepted that we should keep current policy approach. A community representative re-iterated their previous concern about the future policy position and stressed that decision makers must remain accountable.
- SEPA also advised that they were continuing to engage with the Scottish Government over Scotland's future energy mix.

## Session 2:

### General

- There was a view from the development industry that it was important to front load infrastructure linked to new development sites as it forms a demonstrable link to the new site.
- There was also a view that the need for major new infrastructure linked to new development was appropriate and necessary. This would need ongoing review amid uncertainty that some sites may be deallocated.
- There was a view from industry that aspirations for new infrastructure in plans need to be 'reality checked' in terms of deliverability.
- Business representatives also expressed concerns about the affordability of S75 obligations generally, and in particular the phasing of new development is critical. Viability is key.

- There was further discussion on how an infrastructure levy would be managed and reconciling budgets for large scale/national/regional projects with local funding challenges.
- Transport Scotland highlighted that in some localities there could be bigger payback for more locally oriented projects.
- There was some discussion of our approach to consolidating SGs for developer contributions. This was considered positive.

#### Local Road Network

- There was a view from the community that the road network capacity could be modelled, but that quality of life in relation to the strain on existing infrastructure was harder to model. There should be quantitative and qualitative assessment.

#### Affordable Housing

- There was a view from Corporate and Housing that one of the main issues in relation to providing affordable housing was the availability of land. This means that the sites are not always matched with areas of demand.
- Developers also advised that negotiations re affordable housing were slow.

#### Open Space

- Sport Scotland welcome the progress made through Open Space Strategy and the MIR approach to safeguarding sports facilities.
- There was a view from the community that there are lots of small play spaces for young children but not enough for older children. They welcome the requirement for 3 age groups in OSS.

#### Energy

- There was discussion around various models of heat network provision.
- There was a view from the industry that there needs to be a transition rather than immediate policy change.
- Requirement for heat networks will affect viability of sites.
- The development industry also argues that it is the place of building standards not planning to legislate for carbon emissions as part of new development.
- A housebuilder advised that they would have to pass costs on to customer and that most wouldn't be willing to pay or use LZCGT.
- Corporate and Housing and development industry acknowledge higher levels of success in flatted dwellings, and social rented properties where there is overall control from provider.
- There was discussion around whether there could be requirement for heat networks in developments over a certain higher density.

#### Unconventional gas

- There was a general acceptance from the community that policies on unconventional gas cannot change until moratorium is lifted.
- Community representatives expressed their fears that uncertainty could lead to unclear policy position.

## Waste

- There were no strong views about deallocation of Avondale.

## Session 3:

### Developer obligations

- There was a view from developers that there needs to be a clear delineation from the Scottish Government between S106/75 requirements and infrastructure levy as it relates to an individual project.
- The development industry feels like the list of obligations is going beyond reasonableness tests.
- There needs to be an up to date evidence base to justify obligations.
- Also, roads and education contributions are the biggest cost. Should this be the case?
- There was a view that levels of development obligations should be tied to land value so that viability of sites is fair.
- There was a view from the community and Scottish Natural Heritage that the benefits of green infrastructure should not be underplayed in development sites as they can dramatically enhance sales and work to raise value of properties.
- Again, the preferred option of consolidating guidance into a single SG was welcomed.

### Energy

- There was some discussion around case studies of district heating networks and the practicalities such as difficulties around retrofitting to existing homes.
- There can also be a difficult balance between growth of industry (i.e. more heat source options) vs impacts on existing communities.
- SNH expressed a view that the Spatial Framework approach to wind energy development was clear, consistent and up-to-date.
- It was also raised that it is the place of building standards not planning to legislate for carbon emissions as part of new development. Planning should not ask for over and above Building Standards requirements.
- There was a view from the community that unconventional gas moratorium created uncertainty and that there were still real environmental and safety concerns around such developments.

## Waste

- There was broad support for de-allocating Avondale extension.
- There was discussion around how there were real opportunities for energy from waste associated within the area which could be a revenue source for the Council.



## **Workshop 2 - Monday 20<sup>th</sup> March 2017, Callendar House**

### **Place and Environment**

#### **Session 1:**

##### **Design Policy**

- General agreement that consolidating and streamlining design policy is worthwhile so long as it is clear, user friendly and meets local needs.
- Design policies which allow developers the flexibility to negotiate an appropriate design solution with local authority planners are welcomed.

##### **Place Statements**

- Place statements are seen as a useful tool to draw out a community's vision for their place.
- Place statements could potentially deal with local issues such as affordability and clearly identify the elements of a village which contribute towards its sense of place.
- Place statements will need to recognise that the Council and developers work within legislative constraints. They must be realistic and achievable.
- Developers could play a useful role in the preparation of place statements to help keep them rooted in market reality.

##### **Green Network**

- Developers want some clarity as to how green network opportunities will be funded. Under what circumstances will the Council ask developers to assist with delivery? Will they be asked to contribute only to local improvements or towards the delivery of more strategic green network opportunities? This should be clarified within individual site schedules and supplementary guidance.
- Developers see the green network as an increasingly important selling point for house buyers and see the benefit in helping to enhance the local network where it will benefit their customers.

##### **Open Space Policy**

- Any reviewed open space policy should take into account the proximity and quality of existing open space to new development.

#### **Session 2:**

##### **Design Policy**

- Amalgamating design policies is a good idea, but may prove to be tricky
- We will need to be careful not to lose the intent behind individual policies when amalgamating them
- Amalgamating design policies (particularly related to the historic environment) doesn't always work effectively if they are trying to spell out different legislative requirements

## Place Statements

- We need to be clear about what place statements are and what use we want to make of them, we also need to be clear about how they will be kept up to date.
- Ideally place statements would form part of the Proposed Plan so we need to be selective about the priority communities where they need to be prepared.  
Suggestion that these are the communities where place statements would have the prospect of influencing planned growth i.e. Bo'ness/ Falkirk Gateway.
- Place statements should build on any existing community planning work done within an area.
- Place statements should identify the local heritage assets which help to define local distinctiveness.
- Place statements and other place based supplementary guidance should use a clear/ unambiguous visual approach where possible.
- Place statements have the potential to be a great engagement tool

## Green Network

- We need to scope out opportunities to better link up and cross promote our key east west corridors i.e. JMW, Canals and Antonine Wall Trail as these have significant tourism potential
- We need to be clearer about which of our green network opportunities help to promote active travel as this is the focus of CSGN and is slightly different to outdoor access.
- Opportunities to address climate change and placemaking and within our disadvantaged communities seem to be a little light. We need to be sure that we haven't overlooked anything
- Identifying opportunities which help to deliver woodland expansion could be an effective way of integrating our Forestry and Woodland Strategy with the LDP
- We need to consider how the woodland expansion priorities identified within our Forestry and Woodland Strategy relate to our proposed development sites.

## Open Space Policy

- Existing policy on compensation for the loss of open space doesn't work well for small scale garden extension applications. The amount of money raised is unlikely to be meaningful and is often dwarfed by associated legal fees.
- Ownership of new public open space is an issue as factoring arrangements can often break down leading to a reduction in quality.
- Recognition that the Council don't really have the manpower to take on the ownership of new public open space
- It can be very difficult to integrate scheduled ancient monuments into public open space which can come forward as part of new developments

## Session 3:

### Design Policy

- Councils need to be clearer about their design aspirations for sites which they don't favour as these sites can often come forward out with the LDP process due to issues of housing land effectiveness by which time key design and placemaking opportunities can be missed.

## Place Statements

- We need to be clear about the difference between place statements, emerging community action plans and participatory budgeting exercises for neighbourhood improvement districts. There is a danger of duplication of effort but potential for synergies.
- Place statements need to balance viability and aspiration. Involving both communities and developers in their preparation is essential
- We need to give thought to how we will involve more than just the usual suspects in the preparation of place statements otherwise there is a danger that they will only reflect the views of a small section of the community.  
Local place based issues in Airth relate to the promotion of the Pineapple and allowing flexibility within greenspaces to enable cemetery expansion.

## Homes and Communities

### Session 1:

#### Housing supply

- The housing supply target is too low, the 2012 household projections are out of date and don't take into account signs of recovery. Since 2013 there has been an increase in investment which is not reflected in the HNDA figures. They could be seen to stifle growth rather than encouraging it.
- The HNDA won't be revisited but the Council will look at the next set of household projections.
- It's not just about numbers but the aging population and this change in demographics needs to be taken into account.
- Kinnaird PS is already at capacity. Noted that additional 70 units at Hill of Kinnaird proposed in MIR won't exceed the consent for 1700 units between Bellsdyke and Hill of Kinnaird.
- We have included too many ineffective sites in our existing housing land supply such as Whitecross, Bo'ness Foreshore and Portdownie which are not viable. The Reporter put 500 units in against the Whitecross site although the Council changed this to only 250 in the Housing Land Audit shortly after this.
- We should match supply to areas of demand. Need to look at a new approach such as a new secondary school at Larbert with a capacity of 600 and a primary school extension. The Council should provide infrastructure up front with costs to be clawed back as development progresses.
- The housing land audit shows that there aren't enough sites in the hands of developers, 57% housebuilders and 43% landowners. There are a number of sites in the HLA with consents from some time ago which have not delivered and should not be counted as effective sites.
- Smaller sites should not have to pay developer contributions. Could increase flexibility in LDP2 to 20% and we could increase the windfall allowance. Additional housing land may also come forward through the open space review. The majority of windfall sites have been council housing or housing association sites.

- Sites at Broomridge Farm and Cannerton Brickworks are taking too long to come forward. The Council is investigating facilitating development in this area through the Housing Infrastructure Fund process which may bring development forward.
- There is no demand for the Gilston site for business use. Access has already been constructed. Gilston would be a better land release for housing than the proposed new site at Crawfield Road in Bo'ness. While Bo'ness has spare school capacity Gilston could also take up capacity at Graeme HS and St Margarets, particularly if Whitecross does not happen.
- The Falkirk Hospital site in the town centre should come forward at some point for housing, there will still be some clinical need for part of the site to be retained.
- Confirmed that the proposed site for 70 units in Maddiston for a care home and retirement village only included the retirement village in the housing calculations.

### Affordable Housing

- A site at Airth is currently the subject of a planning application and negotiations are on-going about what affordable housing will be delivered on site. There is some community support for 5 bungalows being delivered on site but it should ideally deliver 25% which is about 28 units. The Community Council would be concerned if a commuted sum was received and it was spent elsewhere.
- There should continue to be flexibility in the affordable housing policy.
- The policy itself has not delivered many affordable units because of sites being built out on historic consents and new sites still waiting to start.
- If Gilston came forward for housing it would deliver 25% affordable housing.
- An Infrastructure Levy could be too general and not related to individual developments and their impact. Developer contributions still need to be "reasonable" and related to development. There are different land values across the Council area which could affect the viability of sites in relation to the contributions being asked for. Sites should be assessed on their own merits but Councils need to have the ability to assess submissions on viability.

## Session 2:

### Housing Supply

- Household projections data is too old (2012). The HNDA will take into account hidden households. Housebuilders disappointed that the figures are not being maintained at the same levels of LDP1.
- There is an aging population which needs to be addressed. Housing needs to be adaptable, there should be smaller units and housing specifically for the elderly. Volume housebuilders don't build "assisted living" housing such as McCarthy and Stone who are not active in the Falkirk Council area. Housing has not identified a specific need for additional housing for the elderly. The high flats were pointed out as being for older people and apparently are popular.
- For people moving they want to be able to move within their local area and not necessarily across the Council area so there needs to be a mix of units in each area. The housebuilders have seen a change in the mix of housing types in recent

years with more 2/3 bedroom properties being developed than the larger 4/5 bedroom houses. The mix is also demand led.

- The deallocation of sites which show no signs of coming forward is welcomed.

### Affordable Housing/Infrastructure

- There is a need for housing that is suitable for young people and to provide diversity in the community so it is not all large family homes. This would also potentially help with any constraints on school capacity as all houses would not be for families with children.
- Companies such as Springfield have developed a separate arm to develop affordable housing. Some companies will always prefer to provide a commuted sum rather than build on site.
- There has been a reduction in small to medium housebuilders active in the market but they provide a valuable range of housing and sites in the local area which contributed up to 30% of housing completions in the past.
- There may be opportunities in the review of open spaces to identify further housing sites. The Stenhousemuir Police Station site development was welcomed although the community noted that it highlighted the further loss of community facilities on a former police station site.
- There is a need for the community to be more involved in the planning process rather than always being told what is required. This could help to ensure that more than just housing is delivered. Maddiston has had too much housing and not enough investment in associated infrastructure. There should be a mix of housing and employment uses.
- While developers can build facilities such as shops other factors may limit these being taken up. For example Pharmacists are controlled by the health board. Larger retail operators such as the Co-op won't be interested until there has been a certain amount of growth (poss. hundreds of new housing units). The example of the Bathgate development was mentioned where even with 1800 units there has not been take up of available units. The health board has not acknowledged that there are issues with health care facilities other than in Haggs/Banknock. Accessibility to facilities is also an issue. Maddiston has no access to supermarkets as there is no direct bus and a taxi is expensive if you don't have access to a car.
- Housing development can make the issue worse in some areas such as at Denny Cross. While there is supposed to be a new bypass I has still not happened. Piecemeal incremental growth may in fact delay infrastructure development whereas large scale single site development may make it more likely to come forward quicker.
- Gilston has been around for 10-15yrs+ and there is no demand for business on the site. The Whitecross site should not still be in the plan. The allocated site at Crawfield Road, Bo'ness is a greenfield site which makes it less likely that the Bo'ness Foreshore site will come forward.

## Session 3:

### Housing Supply

- The proposed housing numbers indicate an alarming trend across the Central Belt to reduce the housing target. This is a backward step given Falkirk's location and potential for economic growth and we need to allocate a more generous supply to plan for growth.
- Deallocation of sites is a bold move and developer support for this. Sites should only be in the plan which have a realistic timescale for delivery.
- There is a need to consider how communities will change over 20-30 years and that there is the right type of housing for both young and older people. Having a mix of unit types and tenure could also lessen the impact on schools. The market demand for family housing in Maddiston and the Lower Braes generally and Larbert/Stenhousemuir was acknowledged.
- Gilston should come forward for housing. St Margaret's and Graeme HS can accommodate development. There is a massive over supply of land for employment uses and there would be no issues if Gilston was split for both housing and employment uses. At the same time there is a large shortage of effective housing land. An appropriately designed site could satisfy any issues with Gilston Crescent.
- Whitecross should not be supported as it has a number of issues such as multiple landowners and access constraints. Gilston should be preferred over the Whitecross site.
- The reuse of existing buildings, for example in the town centre for housing should be supported as well as retrofitting existing housing. Support for reuse of listed buildings although this was acknowledged to be niche market.
- The lack of small sites coming forward was discussed and the difficulty in small to medium developers borrowing to develop sites.
- Homes for Scotland's input to the plan was discussed. They did not object to the last LDP. It was noted that they attend the Strategic Housing Liaison Group.
- The need to ensure sites really are effective before being included in the HLA was raised. If a major housebuilder is attached to a site this should be given suitable weight.

### Affordable Housing

- Housebuilders have land assets and have to take on the risk of developing sites while the Council has less access to land but has an input into the grant process for affordable housing both for itself and housing associations. There is therefore the potential for them to find mutually beneficial paths to the development of affordable housing. There could be other models of delivery which could be developed.
- The Council should look for housing on the ground rather than commuted sums to satisfy the need for such housing in the local community.
- It was noted that around 75% of all house sales are within the Falkirk Council area rather than people coming from outwith the area.

- The current approach for affordable housing policy is for 25% to be provided in Rural North, Larbert and Stenhousemuir and Rural South and the Braes and 15% elsewhere.
- Stewart Milne does deliver affordable housing on sites elsewhere.
- Affordable housing can be delivered in a variety of ways such as social rent or discounted sales.

## **Jobs and Economy**

### **Session 1:**

#### **Employment Land**

- Explanation of the scope of the TIF works. £67m on a variety of infrastructure projects. 28 development sites involved. M9 junction 6 is completed, junction 5 will be next. Westfield roundabout and surrounding roads will be tackled over the next 2-3 years. Idea is to create 'shovel ready' sites and accelerate development.
- HES stated that town centres should not be forgotten, and advocated the re-use of buildings and brownfield sites for small scale business development. The Hub is an excellent example of this. They feel that the emphasis in the planning review consultation is on greenfield development, and this is disappointing.
- Employment opportunities should be created in other communities otherwise they will be solely commuter towns. Deprived areas need business opportunities. Local jobs are important because rural transport is such a problem. For example, there is an aspiration for flexible business space in Maddiston. There appears to be demand for premises, especially for faster broadband. Self employment is on the rise, and the demand seems to be there, but creating such space is not attractive for mainstream developers because the value and scale, and therefore financial return, is not enough.
- Mixed use sites should be promoted because it means people can live close to where they work, and because there is such a huge supply of industrial land.
- Maddiston Community Council feels that they have had an excess of piecemeal housing development.

#### **Town Centres**

- Proposed extra flexibility in town centres is welcomed, as is increased residential properties. Retail cannot be the saviour of town centres.
- Opportunity at East End/Callendar Square – Council does not have any ownership so doesn't have much influence or leverage.
- Opportunities for Falkirk BID to work with Network Rail to make improvements at Falkirk Grahamston station.

#### **Tourism**

- Falkirk has two world class tourist attractions, but outlying areas have advantages and assets that are under appreciated.

## **Session 2:**

### Tourism

- General feeling that Falkirk has an excellent range of attractions but the supporting infrastructure needs further development in terms of accommodation and how the attractions are linked together. In terms of transport, we need to make things easier for visitors.
- Potential for more hotels, e.g. on the Gilston site, but there are problems in that out with the cities, the major operators run as franchises which makes businesses more complex and risky.
- The Loop tourist bus was a success, but was only allowed to run for a limited period. If allowed to continue, could it ultimately have become a viable service, without the need for subsidy.
- Potential for Tourism BID – several examples of these where there is a levy on tourism businesses which goes towards infrastructure.
- Key challenge is extending day visits in the area to overnight visits.
- Airth has a concentration of hotels and attractions, but there is no car park for visitors to the Pineapple, especially for coach traffic. Opportunity for a visitor centre, café and toilets. Local developer has offered land, but only in return for housing development which locals find unacceptable.

### Town Centres

- Vehicular access to the Town centre could be improved while safeguarding the integrity of the pedestrianised High Street.
- Question as to whether residential opportunities in the Town Centre are realistic. City centre living is attractive, but possibly less so in smaller towns?

### Employment Land

- Hansteen representative explained reason for looking for mixed use at Gilston. Suggesting two thirds residential, one third business. Site hasn't managed to attract any business.
- Klondyke are looking to expand their garden centre and office headquarters at Polmont, implementing the allocation which was made in LDP2.

## **Infrastructure and Resources**

### **Session 1:**

#### Strategic/Local Road Network

- There was a view from the petrochemical industries that the South East Scotland Freight Study should inform LDP2.
- Grangemouth port and the industries suffer impacts from deficiencies in local road network.
- The focus needs to partially shift from strategic projects to improving local road network.



## Infrastructure

- The view from the some parts of the development industry is that TIF is positive and may be able to kick start growth again.
- There was some discussion around the Community Infrastructure Levy in England – there are concerns that it has not been successful and may not translate well in Scotland.
- The National Infrastructure Fund will need significantly more funding to be success.

## Cemetery provision

- There was a view from Airth Community Council that there were capacity issues at Airth Cemetery.

## Public Transport

- There was a view from Sustrans that planning authorities need to better consider cross-boundary linkages in terms of road network and public transport.
- First Bus highlighted the ongoing frustration with Falkirk Bus Station redevelopment. The mix of ownerships is obstructing progress.

## Healthcare

- Developers consider that the SG and LDP policy needs to be refined and that NHS Forth Valley need to be clearer on their data which informs capacity assessments. Healthcare contributions can seriously impact viability of sites.
- NHS Forth Valley highlighted the ongoing resource constraints, and the Community highlighted their concerns regarding health provision in Maddiston.

## Energy

- There was discussion around how to encourage district heat networks.
- Development industry advice that it is very much a timing issue and frontloading is impossible without financial support. They advise that the Council should promote one exemplar project just now and this should be main area of focus.
- We also need to be creative in terms of delivery solutions, in particular for smaller schemes, and look to Scandinavia for inspiration.

## Developer Obligations

- There was a broad consensus that a single development developer obligations SG was positive.
- A view from the development industry was that there needs to be greater flexibility in applying policy for sites which are constrained.

## Session 2:

### General

- There was a view from the development industry that landowners should get more credit when providing infrastructure requirements that have spill over positive effects on delivery of other sites.

- A view from the development industry was that there needs to be a 'brave' decision to provide a new high school to unlock growth in Larbert and Stenhousemuir.
- A developer also feels that there is a lack of interest in business land i.e. at Hill of Kinnaird and that these sites should be partly identified for housing.

## Energy

- There was discussion around various models of heat network provision.
- There was a view from the industry that there needs to be a transition rather than immediate policy change.
- Requirement for heat networks will affect viability of sites.
- The development industry also argues that it is the place of building standards not planning to legislate for carbon emissions as part of new development.
- A 'Fabric First' approach should be taken.
- Affordable Housing now aspires to 'Silver' to unlock funding streams. This is easily achievable.
- A housebuilder advised that provision of a heat network will add £35-40k on to the price of a house on a 3000 unit development. It is not fair to pass this on to the customer.

## Unconventional gas

- There was a general acceptance from the community that policies on unconventional gas cannot change until moratorium is lifted.
- Community representatives expressed their fears that uncertainty could lead to unclear policy position.

## Waste

- The deallocation of Avondale is supported.

## **Session 3:**

### General Infrastructure

- There was discussion around the barriers to development in terms of infrastructure.
- The development industry view is that Council's need to ensure that they are working with willing and co-operative landowners, with a clear lead developer, on sites which have less fundamental constraints.
- Funding of infrastructure is key, and innovative solutions need to be sought e.g. TIF, Scottish Government, private developers are all within the mix.

### Developer obligations

- Again, the preferred option of consolidating guidance into a single SG was welcomed.
- The development industry advised that it is crucial to know the level of obligations as early as possible.

## Community Facilities

- There was a view from the community that there are issues regarding accessibility of community facilities. This requires a joined up approach.

## Energy

- The view from the development industry was that planners and developers should avoid eco bling' and use technologies which are tried and tested.
- The issue of energy storage was also raised in terms of finding appropriate sites.
- The Development Plan should include possible sites for energy storage?
- The issue of rural fuel poverty was raised, and the opportunities for deep geothermal technology were discussed. This could be a solution for poor rural communities with stocks of Council housing.
- There was discussion on unconventional gas.
- There was a view put forward the development industry that we need to plan for an energy future which will allow for unconventional gas whilst still respecting people's right to object.

## Appendix 6 Roadshow Programme

Date	Venue	Times
Thursday 23 February 2017	Denny Library	4-7.30pm
Monday 27 February 2017	Bo'ness Recreation Centre	4-8pm
Wednesday 1 March 2017	Slamannan Community Education Centre	4-8pm
Thursday 2 March 2017	Bonnybridge Community Education Centre	4-8pm
Saturday 4 March 2017	Maddiston Community Education Centre (Community Planning)	11-1pm
Monday 6 March 2017	Greenpark Community Education Centre, Polmont	4-8pm
Wednesday 8 March 2017	Grangemouth Community Education Centre	6-9pm
Saturday 11 March 2017	Tesco Redding	10-3pm
Thursday 16 March 2017	Ettrick Dochart Community Hall, Hallglen	4-8pm
Saturday 18 March 2017	Bo'ness Town Hall (Community Planning)	11-1pm
Monday 20 March 2017	Maddiston Community Education Centre	4-8pm
Wednesday 22 March 2017	Bothkennar Primary School, Skinflats	4-8 pm
Saturday 25 March 2017	Tesco Bo'ness	10-3pm
Monday 27 March 2017	Larbert Library	3-7pm
Wednesday 29 March 2017	The Power Station, Whitecross	12-4pm
Thursday 30 March 2017	Banknock, Haggs & Longcroft CC	7pm
Friday 31 March 2017	Howgate Centre, Falkirk	10-3pm
Monday 3 April 2017	Grangemouth CC	7pm
Tuesday 11 April 2017	Airth Community Hall	4-7pm
Wednesday 12 April 2017	Bo'ness CC	7 pm
Thursday 13 April 2017	Reddingmuirhead & Wallacestone CC	7.30pm

## **Appendix 7 Notes of Roadshow Events**

### **Denny Library - 23<sup>rd</sup> February 2017**

- Concern expressed that phases 2 and 3 of the Town Centre Regeneration project will never be completed leaving a prominent derelict site within the town centre
- Concern expressed that the presence of derelict garages within phase 2 of the town centre regeneration project will put off would be investors.
- Concern expressed that traffic problems at Denny Cross will only get worse until the DEAR is completed. Suggestion that the Council should fund the early completion of DEAR rather than wait for other developments to fund it.
- Suggestion that the Council should prioritise the completion of the town Centre Regeneration Project and the DEAR before committing funding to the Denny-Falkirk path project.
- There was some support for the proposed outdoor learning site at Gala Park.

### **Bo'ness Recreation Centre - 27<sup>th</sup> February 2017**

- Concerns expressed about land release at Crawfield Road (site 102) on the basis that it is green belt land and should stay as such. Attention drawn to the fact that the Council had previously rejected this site. There are ample brownfield sites to accommodate development.
- Drainage issues associated Crawfield Road site were highlighted. Surface water comes off the farmland (field drains are ineffective), resulting in flooding of the road. Road drainage cannot cope, water comes up through man holes resulting in flooding of some properties to north. Could landowner be made to build drainage channels to alleviate this problem?
- Concern about the impact of developing Crawfield Road on the nearby Bo'mains Meadow SSSI and nature reserve.
- Concern about the impacts of new development on schools, particularly Deanburn and St Mary's. Increased traffic accessing Deanburn could be a problem, because the only vehicular access is from Hazeldean Avenue
- Concern expressed about the capacity of healthcare facilities to cope with projected growth. One health centre is closing its list, and others aren't looking to extend.
- Concern about the lack of neighbourhood facilities in the Crawfield Road area of the town to support new housing.
- Priority should be given to infill sites over releasing green belt. In particular further efforts need to be made to deliver the foreshore development. Building tourism development as part of this site would drive up land values and improve viability of site for housing. Look at comparable waterfront regeneration schemes, e.g. Hartlepool.
- Housing for the elderly is needed. There is potential for retirement housing/adapted housing to be built at Crawfield Road, although it would be better at the foreshore.
- Concern expressed about drainage problems arising from on going development at the Kinglass Farm site (site 2).
- Residents of the new development will not use the town centre.
- Concern about traffic problems arising from proposed new development. There is no bus service to Edinburgh.
- Possibility of a new link road between Borrowstoun Road and Grahamsdyke Road. This could be an advantage to the release the North Bank Farm site (site 103).
- Concern about the on going vacancy of the Russell Athletic site (site 78). Shops or housing would be a better solution.

- The junction of Lithlithgow Road and Borrowstoun Road is an accident blackspot,
- Telephone exchange is an empty building which could be redeveloped for housing.
- Concern expressed about the amount of litter adjacent to the foreshore path arising from the adjacent businesses at Bridgeness/Carriden.
- Kinneil walled garden has potential for tourism development, e.g. national plant collection. Allotments could prejudice such an opportunity.
- The town needs better shopping.
- Concern expressed that current affordable housing policy would allow money received in lieu of on-site affordable housing provision taken from developments in Bo'ness may not be spent on providing new affordable housing in Bo'ness.

### **Slamannan Community Centre - 1<sup>st</sup> March 2017**

- A number of local residents expressed a wish for a public footpath linking Slamannan with Falkirk. A number of residents had seen the new path networks around Callendar Estates and would like footpaths of a similar specification.
- There are poor public transport linkages from the village and public transport is too expensive.
- Support was noted for the improvement of public open space at The Rumlie following deallocation of site 059.
- One resident expressed a desire for allotments in Slamannan
- A local resident suggested there should be more benches on the Union Canal towpath.
- Site 058 at Avonbridge Road floods and should not be developed.
- The condition of the local road network is substandard.
- The Royal Hotel should be developed.

### **Bonnybridge Community Education Centre - 2<sup>nd</sup> March 2017**

- Concern that there is not enough land allocated for business and industry in Bonnybridge. There is no room for local businesses to expand. 2 local examples given
- Business and industry (motor trade) may be a better use for sites 066 and 011. An expanded garage needs a central location and could help to increase town centre footfall.
- Developing a tourist offer within the Bonnybridge Town Centre is important as there is plenty passing trade going to the Falkirk Wheel and Stirling Castle. The proposed Antonine Wall Heritage trail and John Muir Way improvements are seen as positive developments but they need to direct people into the town centre.
- An expanded doctors' surgery is urgently needed. There was disappointment that the opportunity to provide this at the old community hospital was not grasped.
- The Community Education Centre is very well used, but doesn't open at the weekend other than for private lets. Is there anything which can be done to enable weekend opening?
- Sites should be specifically allocated for housing for the elderly.
- There was some surprise that we have allocated a site for a power station with Carbon Capture and Storage capacity when the technology is some way off being proved as commercially viable.
- More new housing is needed in Bonnybridge, the large housing sites in Dennyloanhead, Allandale and Banknock are seen as being too remote.

### **Maddiston Community Education Centre - 4<sup>th</sup> March 2017**

(Participatory budgeting event)

- The area needs more facilities such as shops and a dentist. It is too expensive to travel without a car to facilities elsewhere in the area.
- The health centre is too busy suggesting a need for expansion of health care facilities.
- There are not enough facilities for older people to encourage activity and leaving the house.
- There is not enough car parking at Polmont Station and the site has become busier in the last 10 years.
- Rubbish in the Valley Park needs clearing.
- Need more facilities for young people after school.
- Windsor Crescent has a flooding issue.
- Support Fire Station site for mixed use and business development.
- Further housebuilding is not supported.
- Street signage in Manor Wynd is needed to avoid potential accidents.

### **Polmont Greenpark Centre - Monday 6<sup>th</sup> March**

- There was concern about impact of cemetery extension at Weedingshall, in particular on the Lodge House.
- Two respondents enjoyed the path network at Standburn – all paths should be of this standard.
- Agree that there should be limited further development in the Braes.
- The canal path between Polmont and Linlithgow should be improved.
- There needs to be a footpath along Sunnyside Road, Brightons extending to Standrigg Road.
- Development at Station Road is not supported as the access is inadequate from this busy main road.
- Two attendees object to the Standrigg Road 1 development on the ground of road safety and access, impact on wildlife, and landscape impact and impact on rural location.
- 2 respondents would be happy to see housing at Gilston. However development should address:
  - Construction impacts, particularly on Main St, Polmont;
  - Impact on schools and healthcare
  - Odour from landfill site.
- There were concerns from several residents that Braes villages were coalescing as a result of new development.
- The Council should explore its own shale gas opportunities.

### **Grangemouth Community Education Centre - 8<sup>th</sup> March 2017**

- Difficulties with SEPA responding timeously to smell issues such as from fish processing plant. There appears to be an issue with SEPA getting access to sites in the port.
- Plan needs to address air pollution issues in Grangemouth. Need to look strategically at whole town and cumulative impact of increased industrial traffic and additional industry on Ineos site.

- Acknowledge the lack of housing sites but would support new housing development.

### **Redding Tesco Notes - 11<sup>th</sup> March 2017**

- Need wheelchair hire at the Helix, disabled toilets and disabled changing areas. These need to be big enough.
- The flooding at Glendevon Drive roundabout needs to be fixed. There are rats in the standing water.
- Site 031 at Redding Park would be ideal for elderly housing
- A number of concerns over Hillcrest, Shieldhill housing
- A number of concerns over development at Standrigg Road, Wallacestone
- Would prefer Greenfield land at Whitecross was not developed. Only want to see brownfield land developed.
- Whitecross is a forgotten village. Not happy that phase 1 application refused.
- Development Plan policy should identify a specific requirement for elderly housing on each site. Also need more council housing for elderly
- Applying occupancy conditions to new farmhouses prevents people obtaining mortgages.
- The church proposal at Wallacestone Brae should be refused. This should be a site for housing.
- Agree with de-allocating non-effective rural sites.
- Site 158 at Waterstone Hill , California should not be developed.
- Worried about impact of housing at Gilston in road and rail network and other infrastructure. Could Gilston benefit from an additional rail stop, or relocate Polmont station?
- Happy to see housing and business at Gilston, as long as industrial/bulky uses do not impact on residential areas.
- Slamnanan Road 1 (046) and Stevensons Yard (156) should not be deallocated. They are attractive for private housing.
- Healthcare services in the area, particularly at Meadowbank surgery are oversubscribed.
- Education issues are not being considered properly in the context of new development. Kinnair P.S is too small. Denny P.S has 2 temporary classrooms.
- Scottish Water need to increase capacity as water quality drops when demand is high. There is a problem with sediment being taken in.
- Redding Cricket Club has aspirations to develop a community hub at the club on spare land.
- There should be fewer mobile phone masts in residential areas. Current telecom policy does not appear to be being followed. There should be more focus on fibre optics.
- There needs to be more details of Maddiston P.S extension. Is there sufficient space on-site?

### **Ettrick Dochart Community Hall, Hallglen - 16<sup>th</sup> March 2017**

- Non-preferred status of site 120 (Slamannan Road) is supported. Issues highlighted including slope, marshy character and protected species.
- Queries about the intentions for development at Woodend Farm (sites 123/160) in terms of tenure, type of houses and who they would be available to.
- Comments on the indicative layout including better joining up of road network, and houses should front on to open space.



## **Bo'ness Recreation Centre - 18<sup>th</sup> March 2017**

(Participatory budgeting event)

- Concerns expressed about allocation of site at Crawfield Road (site 102) as:
  - Focus should be on developing brownfield land rather than greenfield
  - Would lead to incremental erosion of greenbelt
  - Would exacerbate drainage issues along Crawfield Road
- If development of Crawfield road was to go ahead then developers must:
  - Ensure that School extension is done in timely manner
  - Ensure traffic calming along Crawfield Road
  - Provide decent footpath links south, in particular enhance right of way through site.
- There was some support from several respondents for Crawfield Road as development will:
  - Ensure viability of schools, in particular Bo'ness Academy;
  - Result in a better range of services in the town
- Concern expressed about the capacity of healthcare facilities to cope with projected growth.
- There was some support for identifying Kinneil walled garden for tourism development. Kinneil Estate is a hidden gem.
- There were concerns about the future of the town Centre. Would increased residential uses in the town centre create a better night-time economy?
- The Bandstand adjacent to the Town Hall is in dis-repair and needs to be better maintained.
- There was a view expressed that there needs to be better mooring facilities in Bo'ness. Boat owners are being forced to moor at North Queensferry and Culross.
- There was continuing uncertainty about the future of the foreshore. Several respondents were keen to see it retained as open space to maximise links with JMW. There was a general acceptance that the market would not deliver the scale of the development previously proposed.
- Several respondents were not supportive of development at Muirhouses (sites 104 and 105). The road geometry is awkward, plus there would be impacts on heritage.
- A view was expressed that the open space around Deanburn primary was not fit for purpose.
- A view was expressed that the former Russell Athletic factory was an eyesore and that it should be developed for housing.

## **Maddiston Community Education Centre - 20<sup>th</sup> March 2017**

- The Council should not build affordable housing in the area unless there are adequate facilities
- There are no direct buses to Redding Tesco or Aldi. The area feels isolated.
- One participant felt that the area was well connected to rail and road.
- One resident felt that the front gardens of some of the Local Authority housing on Main Road could be better used for parking. This would help traffic congestion.
- Need to offer an innovative solution to parking problems at Polmont Station. Could there be a park and ride at Gilston or Lathallan?
- Maddiston Primary School should have been built at greater capacity.
- There was concern about coalescence of California and Wallacestone
- Several attendees object to the Standrigg Road 1 development on the ground of road safety and access, impact on wildlife, and landscape impact and impact on rural location.
- There was concern that the Maddiston Fire Station site could be accessed from the north, through Fairways. This would impact on an individual number of properties.
- There was a view that developers should be encouraged to build more flats.
- Social rented properties were a better affordable housing solution than part ownership.
- The Council should do more to encourage older residents to downsize and free up bigger properties.

## **Bothkennar Primary School, Skinflats - 22<sup>nd</sup> March 2017**

### **Grangemouth**

- Demolish old stock and rebuild in Grangemouth.

### **Skinflats**

- Lack of public transport facilities makes the village less attractive. Bus services through the village are poor and bus stops for other services are a good walk away at far end of village on Bothkennar Road.
- Village hall is now closed mainly due to increased rental fees.
- Access to site 153 from Newton Avenue would be a cause for concern. Safety issues for bikes. Would be better if site could be accessed from Dutch Inn side.
- Mine shafts on site 165 or on adjacent land, concern about ground stability.
- Wooded area to east of site 165 is owned by Coal Board.
- Football ground isn't used anymore. Some surface water flooding. Quality of park is deteriorating.
- Support for new housing to increase school roll.

## **Bo'ness Tesco - 25<sup>th</sup> March 2017**

- Support for more housing in the town
- Opposition and support for Crawfield Road (site 102) as a site for town expansion. Area is rich in wildlife. Tree belts would to be retained and enhanced and right of way should be retained.
- North Bank Farm (site 103) is more appropriate for housing than Crawfield Road (site 102) because of the traffic on Crawfield Road
- Opposition to site 104 and 105 at Muirhouses. Access is difficult.
- Lack of smaller houses, especially bungalows, for older people. Housing mix in new developments should take this into account

- Need for a better retail offer in the town centre to attract more shoppers. Growth of town could help vitality of the town centre
- Improving public transport links are critical to the future of the town. Elderly people are disadvantaged by the poor bus services. There is a need for a bus service to Edinburgh in particular.
- New traffic calming on Borrowtoun Road as part of Miller homes development is dangerous – prevent safe passing on the road.
- Lack of parking at the health centre.
- Rationalisation of open space supported if it means new Council housing and improvements to remaining open space.
- Need for a camp site in the town to attract tourists

#### Comments on other settlements

- Opposition to development of Glen Farm, Falkirk (site 121) will be an adverse impact on the Milk Barn business.
- Opposition to development of site at Standrigg Road, Wallacestone (site 147).

### **Larbert Library, Stenhousemuir - 27<sup>th</sup> March 2017**

#### Skinflats

- Mine subsidence in site 165 likely to prevent development.
- Surface water flooding problems in fields to the east of Skinflats, concern that development of this area may exacerbate flooding within the village itself.
- Concern about further managed realignment along the Forth.
- Concern about using Newton Avenue as an access to site 153. Newton Avenue is narrow with parked vehicles, safety implications for children using the park.
- Part of existing play park floods.
- Could see the merits of additional housing to support falling school role in primary school.
- Poor bus service isolating for residents.

#### Larbert and Stenhousemuir

- Site 133 Stirling Road should not be developed for housing. More housing would exacerbate existing road congestion in the area. Area well used by local community.
- Concern about capacity at Kinnaird Primary school, doubts that it could cope with another 70 units.
- Discussion about the closure of Hamilton Road within Kinnaird Village. One resident would like to see it reopened to relieve congestion around the primary school. Conversely a resident closer to Hamilton Road would like to see it remain closed to prevent through traffic and associated noise.
- Concern about a rat run having been created along the shared surface of Ewing Way and Takmedoon Road linking to the main distributor road running through Kinnaird. This is being used as a short cut at school drop off time and causing road safety problems. Suggestion that this through route should be blocked in the interests of road safety.
- Kinnaird village is not a 'thriving community' as described in MIR. More of a commuter village. Lacking in community facilities, Sainburys Local & Take Away is not enough.
- Kinnaird village needs more facilities for older children/teenagers. There is a serious issue with anti-social behaviour. Kick about area?

- Support for more open space facilities on site 94.
- Plan for bungalows in the future. Percentage of new housing should be 'accessible' bungalows.
- Would like to see more lighting in parks to facilitate night time running.

### **Whitecross Power Station - 29<sup>th</sup> March 2017**

- Scepticism as to whether any new development will happen in the village. Local people are frustrated by the promises which have been made by developers in the past and the fact that nothing has happened 15 years on.
- Support for development, even if it is not of the scale originally envisaged. Even 200 units would be worthwhile. It would bring benefits and support the school.
- The small scale of Whitecross is one of its attractions.
- Would like to see some development rather than none to boost bus services. No preference as to whether it should be brownfield site or greenfield next to the village.
- Priority should be given to the development of the brownfield site (Manuel Works) over greenfield sites.
- Would rather the brownfield site is developed rather than greenfield. Callendar Estate land to the back of Avontoun Crescent should not be developed.
- Support affordable housing as part of development.
- House designs should reflect local character.
- Links to the countryside should be maintained
- Important to maintain footpath link through the works site.
- Concern about the state of the site of the Phoenix pub. Health and safety issues.
- Almond Castle should be retained.

### **Comments on other settlements**

- Standrigg Road (site 147) should be included in the plan as it is an effective site which Persimmon is keen to take forward.

### **Howgate Centre - 31<sup>st</sup> March 2017**

- Site at Bank Street, Falkirk has lain empty for a long time. If it can't be developed, could it be transformed into a small park or civic space.
- Gap site next to Michael Mathieson's office at the east end of the High Street has been vacant for approx. 30 years. What is happening to it?
- The state of the High Street is a key issue. There is underused space above shops which could be used for housing. Rates are also too high.
- Business rates in the town centre are stifling growth and regeneration of the High Street in Falkirk.
- Can Grangemouth Town Centre be redeveloped to encourage a wider variety of shops?
- Would like to see a thriving High Street again, with quality, independent shops selling local produce. Parking should also be looked at. Free parking in the Retail Park should also be available in the Town Centre.
- There needs to be more investment in Falkirk Town Centre and Grahams Road.
- Further growth in Maddiston is not supported
- There should be no development at Glen Farm (site 121).
- Housing rather than business is favoured for the Maddiston Fire Station site.
- There is a lack of affordable housing in the area, particularly in Larbert/Stenhousemuir.

- Further growth in Larbert/Stenhousemuir is not supported. Schools are at capacity.
- Helix is a fantastic place, but information on events and activities could be more widely available
- The woodland at Langlees is a good place thanks to the improvements which have been made over the years.
- Green link from the Town Centre to the Helix is supported.
- The green network could be improved by providing more seating along paths, particularly the canal towpaths.
- Attention drawn to the felling of trees at Dunmore Wood.
- Support the proposed improvements to Zetland Park.
- Environmental improvements needed in Camelon adjacent to the Glasgow Road retail area.
- The bus station should be relocated to the vacant land adjacent to Grahamston Station.
- Falkirk bus station is a disgrace.
- The bus service in Bo'ness is very poor.
- Grahamsdyke Road in Bo'ness is full of HGVs. Can something be done about this?
- There is a lack of community facilities in Kinnaird Village. Particular need for places for young people to go in the evenings.
- There is a need for sites for new churches.
- There should be no fracking in the Council area. The Council should have a policy with additional restrictions.

### **Airth Community Hall - 11<sup>th</sup> April 2017**

#### **Airth**

- Promoter of Airth Mains Farm (site 148) stressed that development would be for local elderly people, therefore would be no impact on the primary school.

#### **Braes**

- Local resident seeking more information on future proposals and timescales.

## **Appendix 8 Notes of Community Council Meetings**

### **Banknock, Haggs and Longcroft Community Council Meeting Notes 30<sup>th</sup> March 2017**

- Suggestion that it would have been preferable to have a MIR roadshow in Banknock as well as Bonnybridge and Denny.
- Concerns expressed about the impact of the Banknock Strategic Growth area on the function of Kilsyth Road particularly in the Coneypark area. Request for additional pedestrian crossing facilities
- Concerns expressed about the Council's policy on asking developers to contribute towards solving capacity issues at NHS primary care facilities. Suggestion that this is really the responsibility of the NHS themselves.

### **Grangemouth Community Council Meeting Notes 3<sup>rd</sup> April 2017**

- Concerned about population loss and social impact.
- Concern about social makeup of community and don't want area to be used only for homeless people and other difficult groups to the extent that the population is skewed.
- Would support demolitions of less attractive properties to be replaced with houses for a range of people. Additional housing would reduce commuting in and out.
- Concentration on mitigating impact of development rather than avoiding impact in the first place.
- Cumulative impact needs to be better addressed.
- Industrial companies are also part of the community but do not act like they are.
- Concern about DIDO's (drive in, drive out) who do not support any businesses or community facilities in the town.
- Concern that air quality monitoring is not adequate.
- Difficult for Community Council to provide evidence to present their case.
- Concern that improvements made to emissions (tail gas pipe) are seen as enabling other development to take up what industry then sees as spare capacity.
- Radical approach may be required to access to Grangemouth industries and port. For example having a separate access to junction 4. Earls Road should be the main access route into port with full east and west access onto the M9 at junction 6. HGV's aren't supposed to use Beancross Road and should be using the Laurieston Bypass but don't.
- The use of rail for freight and other cargo such as waste for CalaChem's CHP plant should be made a priority. The safeguarded site for a railway station in the town centre is supported. It could be used for commuters and there could be an integrated transport system.
- Permitted development rights in docks has led to fish meal processing plant close to Asda which has an odour problem and there is an issue with whose responsibility this is between SEPA and Environmental Health.
- The Community Council have considered a community charter in the past and want to make sure that the Council, industry and the Government are taking Grangemouth's needs as a community into account when considering

development. The idea of local place plans produced by communities in the planning review is seen as a positive step.

- Grangemouth should not be seen as the only or main place for business and industry and it should be spread across the Council area. It is accepted that there is significant available land particularly at Ineos and the intensification of uses and businesses needs to be addressed.
- The next generation of young people are a real asset.
- No belief that district heating will be viable and provide heat to local homes.
- Open Space Strategy highlights much lower amount of open space in Grangemouth compared to elsewhere in Council area. Helix should be part of open space for Grangemouth. Need to improve access to Helix from Icehouse Brae/Laurieston Road as the footpath which comes from Grangemouth comes out onto the road with no footpath to continue further north on Laurieston Road.

### **Reddingmuirhead Community Council Meeting Notes 13<sup>th</sup> April 2017**

- There were concerns expressed regarding the level of growth which the area has seen over the last 20 years, and the subsequent impact on various issues including:
  - Healthcare;
  - Schools;
  - Local road network and Polmont rail station;
  - Open Space provision
  - Impact on ecology, in particular regarding protected species at Middlerigg.
- The community Council were also made aware of a number of submissions which would be coming forward, which had not been subject to the call for sites exercise. These were Standrigg Road 2, and a revised scheme at Middlerigg. The community were concerned about planning applications on various sites, and see this as an attempt to circumvent the Development Plan system that the community had engaged with.

### **Bo'ness Community Council Meeting Notes 19<sup>th</sup> April 2017**

- Various concerns expressed about the Crawfield Road site and release of green belt land. Question as to when incursions into the green belt would stop
- Discussion of Russell Athletic site at Bo'mains Industrial Estate. Could this be developed instead of Crawfield Road.
- Completion of the Drum should be prioritised over Crawfield Road.
- Questions about Kinneil Kerse restoration and the soil hospital.
- Questions about the mix of housing on sites. There is a need for more social housing and housing suitable for the elderly.