

FALKIRK

Local Development Plan



Technical Report 2 (Revised): Site Assessment

April 2013



Falkirk Council

Falkirk Local Development Plan

Technical Report 2 (Revised)

Site Assessment

1. Introduction

- 1.1 In order to assist in the identification of preferred development options within the Main Issues Report (MIR) of the Falkirk Local Development Plan, and to inform the Strategic Environmental Assessment (SEA) of the MIR, the Council undertook a site assessment exercise in 2011.
- 1.2 The assessment was applied to potential new development sites which formed 'expressions of interest' arising out of the Sites and Issues Consultation undertaken in 2010, and also to other candidate sites which have been identified by the Council as being worthy of consideration. These included some sites which were promoted, but ultimately rejected, through previous Local Plan processes.
- 1.3 The assessment was not applied to existing committed sites within the current Falkirk Council Local Plan, except where a different use was sought on a committed site (e.g. business/residential mixed use proposed on a site exclusively for business use in the Local Plan). The Local Plan was adopted as recently as December 2010, and these sites have been assessed and validated through that process. Accordingly, it was not considered best use of resources to carry out a full audit of these sites. The intention was generally to carry these sites forward into the new LDP, although subsequently they have been subject to an assessment of effectiveness, and a small number have not been carried through.
- 1.4 Following the publication of the Main Issues Report, a number of additional sites were put forward through the consultation process. These sites were also subject to assessment. This revised version of the Site Assessment includes these further sites, and provides a basis for the Council's consideration of allocations of land for development in the Proposed Plan.
- 1.4 The assessment comprised 7 infrastructure and accessibility criteria, and 8 environmental criteria. The environmental criteria were chosen to ensure that the requisite information was available for the purposes of the SEA. In addition, a summary assessment was included to summarise the salient factors and explain the decision as to whether to include the site in the Proposed Plan..
- 1.5 Information for the assessment has come from a variety of sources, mainly but not exclusively, held within the Council. The nature and source of the information collated within each criterion is summarised below.

2. Infrastructure and Accessibility Criteria

- 2.1 **Accessibility.** This assesses the accessibility of sites by sustainable modes of transport. Accessibility to the local catchment primary school, the nearest centre in the shopping hierarchy, the nearest bus stop and the nearest rail station are used as indicators, with accessibility standards below being applied.

Local Services	High	Moderate	Low
Primary School	0 – 800m	800 – 1600m	1600m
Local/ District Centre	0 – 800m	800 – 1600m	1600m
Public Transport	Reasonable	Not Reasonable	
Bus Stops	0 – 400m	400m +	
Railway Station	0 - 1600m	1600m +	

- 2.2 **Vehicular Access.** This assesses the ability of the site to be accessed safely and in accordance with the Council's roads design standards. This information has been provided by the Roads Development and Flooding Unit.
- 2.3 **Road Network Capacity.** This assesses capacity issues in the strategic or local road network which would arise from the development of the site. This information has been provided by the Transport Planning Unit, and has been informed by previous transport modelling, transport corridor studies, transport assessments for particular developments and an overall qualitative assessment of likely network issues.
- 2.4 **Water/Drainage Constraints.** This provides information on available capacity in the relevant waste water treatment works (WWTW) and water treatment works (WTW) using Scottish Water's on-line asset capacity finder, and information shared at regular liaison meetings between the Council and Scottish Water.
- 2.5 **Major Hazard Constraints.** This identifies whether the site is affected by consultation zones associated with major hazards or pipelines and, where appropriate, indicates the likely extent of any constraint based on PAHDI rules.
- 2.6 **Education Capacity.** This identifies and discusses any capacity pressures within the catchment schools relating to the site, and how these would be affected by development of the site. It is based on school roll projections and other data provided by Education Services.
- 2.7 **Community Infrastructure.** This assesses the general availability of other community infrastructure (e.g. sport and recreation facilities, healthcare, open space) in the relevant settlement and neighbourhood, and any issues of capacity and/or accessibility which the development of the site may present.
3. **Environmental Criteria**
- 3.1 **Green Belt.** This identifies whether the site lies within the current green belt and, if so, what impact its development may have on the green belt and its objectives in that locality.
- 3.2 **Green Network/Open Space.** This assesses how the site interfaces with the strategic green network as identified and discussed in the Green Network Technical Paper, or any more local green corridors which contribute to biodiversity, landscape, active travel, flood management etc. The potential impact of the site on the green network, including any positive contribution which the site could make to it, are highlighted. Where the site serves any open space function this is also assessed.

- 3.3 **Landscape/Townscape.** This assesses the landscape character of the site, with reference to which landscape character unit (LCU) it falls within in the area's Landscape Character Assessments, and the landscape impacts which would result from its development, including discussion of potential mitigation. This information has been provided by landscape architects within the Planning and Environment Unit. Comments are also offered on any townscape considerations, either impacts on the existing townscape, or townscape issues which would have to be addressed in development of the site.
- 3.4 **Ecology.** This assesses any ecological impacts likely to arise as a result of development of the site, with reference to any European, national or locally designated sites, protected species, or LBAP habitats or species, which may be affected, and includes discussion of potential mitigation. This information has been provided by the Biodiversity Officer.
- 3.5 **Historic Environment Impacts.** This assesses any impacts on historic environment features likely to arise as a result of the development of the site.
- 3.6 **Flood Risk/Water Quality.** This identifies the nature and extent of any flood risk issues, and requirements for flood risk assessment. This is based on information provided by SEPA and the Roads Development and Flooding Unit in the Council. Information on water quality issues has been provided by SEPA.
- 3.7 **Land/Soil.** This identifies whether the site is prime agricultural land, whether it contains rare or carbon rich soils, or whether it is likely to be contaminated, offering the potential for remediation as a result of development.
- 3.8 **Air Quality/Noise/Odour.** This identifies whether there are any air quality issues associated with the site, with particular reference to any air quality management areas in the vicinity. It also highlights any likely noise or odour problems which development is likely to experience, or give rise to, in relation to neighbouring uses.

Bo'ness

MIR Ref: BNS/B/01 **Site Name:** Bo'mains 1 (Phase 1)(Kinglass Farm 1), Bo'ness

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 7.3 ha **Capacity:** 160

Type: Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H02

Summary:

The site would represent an extension of the urban area into the green belt, and its outer edge would not form a particularly strong new green belt boundary, although it could be seen as a rounding off. The landscape impact would be less than other potential releases at Bo'mains Farm, and with a strong landscape framework it could contribute to the green network. There would be a loss of prime agricultural land. School capacity is available and there do not appear to be any other overriding infrastructure constraints. Of the three Bo'mains sites, this could form a discrete release with lesser impacts.

Accessibility:

Overall Accessibility: Moderate/Low

Moderate accessibility to local primary school

Moderate/Low accessibility to town centre

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access would be to the rural road immediately north of the site. The access would require to be located and designed to provide visibility in compliance with DGCS requirements. Off site road upgrading works would be determined from TIA output.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

Likely impact on A706 / Dean Road junction in Bo'ness

Impact on Linlithgow (access to railway station)

Should the site be allocated a Transport Assessment will be required to determine the impact on the surrounding network and the level of contribution required to improve junctions 3 and 5 of the M9 that will be required as a result of the cumulative impact of residential allocations in the area.

Water/Drainage Constraints:

Bo'ness WWTW - 798

Balmore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Vast majority of the site is developable. A basic FRA (topographic information in the first instance) with development layout plan will be required at a planning stage to assess risk of flooding.

Flooding has been recorded to the north of this development, therefore, a flood risk assessment, linked to surface water drainage strategy could be required. The surface water drainage strategy would require to identify the proposed outlet for surface water.

Water Quality - Small burn runs through centre of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

Site is prime agricultural land (3.1)

Education Capacity:

Catchment schools are Grange and St Mary's RC Primaries and Bo'ness Academy and St Mungo's High. All schools could accommodate pupils generated from this development, although there would be a developer contribution required for St Mungo's to cover the risk of longer term capacity pressures.

Community Infrastructure:

Bo'ness has a good level of community infrastructure with a hospital providing a range of services, 3 GP practices, a recreation centre and various community halls. There is high level of open space provision overall, although the quality is variable with restricted accessibility in some areas. The site has reasonable access to these facilities, and there are unlikely to be any capacity problems with a site of this scale.

Green Belt:

Located within green belt. Development of site would have some impact on the green belt to the south of Bo'ness in terms of changing the landscape setting of the town. Southern boundary of site does not form a strong alternative green belt boundary.

Green Network:

Part of the South Bo'ness green corridor linking Kinneil to Carriden Woods, with potential for reinforcing access/habitat links. North-south running core paths run through the site and along the eastern boundary.

Landscape:

Coastal Margins – Bo'ness Coastal Hills LCU. Within Bo'ness South AGLV.

Agricultural land, gently sloping, lowest in north, rising to south. North facing, open site on north edge of Bo'ness in elevated position.

Character of site predominantly rural in an urban edge situation.

Key landscape element - hedge along northern edge of site.

Key views to site are from existing houses to west. Housing to south reasonably well screened by trees along edge of road. These trees not within proposed development site. Views from road into site.

Existing mitigation - Hedge along side road, and some garden fences and hedges. Trees on north side of road.

Essential elements of site to be retained if developed - Roadside hedge

Landscape impacts if developed - Loss of agricultural field and roadside hedge

Visual impacts if developed - Extension of residential area into countryside. Main visual impact on road users and people in surrounding houses.

Is site a natural extension to settlement and a good landscape fit? Yes – is a more suitable site for extending the residential area than sites BNS/B/02 and 03. Could be seen as an effective 'rounding off' of the built area.

Landscape & visual mitigation required - Would require major mitigating screen / structure planting and roadside hedge planting.

Ecology:

No apparent significant on site ecological issues.

Very limited hedgerow/adjacent tree belt - retention or mitigation possible.

Potential to enhance habitat around the drain and tree belt to east of the site and improve habitat links to tree belts and woodland across the road to the north.

Historic Environment:

None.

MIR Ref: BNS/B/02 **Site Name:** Bo'mains 2 (Phase 2), Bo'ness

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 9.5 ha **Capacity:** 200

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site would represent a substantial extension of the urban area into the green belt, and its outer edge would not form a strong new green belt boundary, since it does not follow any feature on the ground. Landscape impacts would be significant given the rising topography south of the town. There would be a loss of prime agricultural land. School capacity could be made available with some reorganisation of catchments. Other infrastructure impacts are uncertain. The release of this site would have to be in tandem with Bo'mains 3, as a much larger release, with impacts magnified as a result.

Accessibility:

Overall accessibility: Moderate/Low

Moderate accessibility to local primary school

Low accessibility to town centre

Part of the site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This is a significant development site, with the A706 the only apparent public road from which access could be taken. The A706 is, at present, subject to the national speed limit and access would require to be designed accordingly. Upgrading to the surrounding road network to accommodate additional vehicle movements created by a development of this magnitude may require to be confirmed by TA.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

Likely impact on A706 / Dean Road junction in Bo'ness.

Impact on Linlithgow (access to railway station).

Should the site be allocated a Transport Assessment will be required to determine the impact on the surrounding network and the level of contribution required to improve junctions 3 and 5 of the M9 that will be required as a result of the cumulative impact of residential allocations in the area.

Water/Drainage Constraints:

Bo'ness WWTW - 798

Balmore WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Surface water flooding has been recorded in the north west corner of the proposed site and there are watercourses within the site boundary. A Flood Risk Assessment would be requested.

Water Quality - Small burn runs along western side of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

Site is prime agricultural land (3.1)

Education Capacity:

The site straddles Grange PS and Kinneil PS catchments, and also comes within St Mary's RC Primary and Bo'ness Academy and St Mungo's High Schools catchments. Growth of this scale would require some reorganisation of catchments and/or school extensions to be funded through developer contributions.

Community Infrastructure:

Bo'ness has a good level of community infrastructure with a hospital providing a range of services, 3 GP practices, a recreation centre and various community halls. There is high level of open space provision overall, although the quality is variable with restricted accessibility in some areas. The site has reasonable access to these facilities, although if developed in conjunction with BNS/B/03 this would constitute a very large scale expansion of the town, potentially creating capacity/access problems for some services and requiring new or upgraded provision. Access to good quality open space in the Borrowstoun area is poor.

Green Belt:

Located within green belt. Development of site would have significant impact on the green belt to the south of Bo'ness in terms of changing the landscape setting of the town. Southern boundary of site does not form a strong alternative green belt boundary.

Green Network:

Part of the South Bo'ness corridor linking Kinneil to Carriden Wood, and connecting the town into West Lothian golf course. Potential for improvements to access/habitat linkages. Core path runs north-south through site, and east-west to north of site.

Landscape:

Coastal Margins – Bo'ness Coastal Hills LCU. Part of South Bo'ness AGLV.

Local character of site and immediate surrounds – Agricultural land, gently sloping, lowest in north, rising to south. North facing, open site on north edge of Bo'ness in elevated position. Character of site predominantly rural in an urban edge situation.

Key landscape elements of site - No features of significance within site and site open to road. Trees/woodland of West Lothian Golf Club form backdrop to site but are outside site boundary.

Key views to site & sensitivity of viewpoints - From houses to north of site. Extensive view of site from road. High sensitivity because of elevated position.

Existing mitigation - Nothing of significance within site. Woodland to south on higher ground.

Essential elements of site to be retained if developed - None

Landscape impacts if developed - Major – change from agriculture to housing. Loss of open character. Large increase in the extent of the built area of Bo'ness.

Visual impacts if developed - From residential areas to S - high impact

From road to S – high impact

Is site a natural extension to settlement and a good landscape fit? - No – Boundaries are arbitrary and there would be little containment of

the site with existing landscape features.

Landscape & visual mitigation required - Would require major mitigating screen / structure planting

Ecology:

No significant on-site ecological issues apparent.

Boundary features (drain, hedges, trees) may be of ecological interest - retention or mitigation should be possible.

Potential for bats in mature trees - surveys and mitigation possible.

Historic Environment:

None.

MIR Ref: BNS/B/03 **Site Name:** Bo'mains 3 (Phases 3-6), Bo'ness

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 22.8 ha **Capacity:** 450

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site would represent a major extension of the urban area into the green belt, and its outer edge would not form a strong new green belt boundary, since it does not follow any feature on the ground. Landscape impacts would be significant given the rising topography south of the town. There would be a loss of prime agricultural land. School capacity could be made available with some reorganisation of catchments. Other infrastructure impacts are uncertain. The release of this site would have to be in tandem with Bo'mains 2, as a much larger release, with impacts magnified as a result.

Accessibility:

Overall accessibility: Moderate/Low

Moderate accessibility to local primary school

Low accessibility to town centre

Part of the site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This is a large development site, vehicular access to which could be from Crawfield Road and the A706. The A706 is, at present, subject to the national speed limit and access would require to be designed accordingly. For a development of this magnitude more than one access could be required (DGCS para. 4.1.2). Crawfield Road and the surrounding road network could require to be upgraded to accommodate additional vehicle movements created by a development of this magnitude; this would be confirmed by TA.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

Likely impact on A706 / Dean Road junction in Bo'ness.

Impact on Linlithgow (access to railway station).

Should the site be allocated a Transport Assessment will be required to determine the impact on the surrounding network and the level of contribution required to improve junctions 3 and 5 of the M9 that will be required as a result of the cumulative impact of residential allocations in the area.

Water/Drainage Constraints:

Bo'ness WWTW - 798

Balmore WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Surface water flooding has been recorded in the north west and north east of the proposed site and there are watercourses within the site. A Flood Risk Assessment would be requested.

Water Quality - Small burn runs through centre of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

Majority of site is prime agricultural land (3.1).

Education Capacity:

The site straddles Deanburn PS and Kinneil PS catchments, and also comes within St Mary's RC Primary and Bo'ness Academy and St Mungo's High Schools catchments. Growth of this scale would require some reorganisation of catchments and/or school extensions to be funded through developer contributions.

Community Infrastructure:

Bo'ness has a good level of community infrastructure with a hospital providing a range of services, 3 GP practices, a recreation centre and various community halls. There is high level of open space provision overall, although the quality is variable with restricted accessibility in some areas. The site has reasonable access to these facilities, although if developed in conjunction with BNS/B/02 this would constitute a very large scale expansion of the town, potentially creating capacity/access problems for some services and requiring new or upgraded provision.

Green Belt:

Located within green belt. Development of site would have significant impact on the green belt to the south of Bo'ness in terms of changing the landscape setting of the town. Southern boundary of site does not form a strong alternative green belt boundary.

Green Network:

Part of the South Bo'ness corridor linking Kinneil to Carriden Wood, Potential for improvements to access/habitat linkages. Core path runs north-south through site.

Landscape:

Coastal Margins – Bo'ness Coastal Hills LCU. Part of Bo'ness South AGLV.

Local character of site and immediate surrounds – Agricultural land, gently sloping, lowest in north, rising to south. North facing, open site on north edge of Bo'ness in elevated position. Character of site predominantly rural in an urban edge situation. Site on south side of road and no other urban development on this side of the road.

Key landscape elements of site - Narrow strip of woodland runs north/south otherwise no features of significance and site open to road.

Key views to site & sensitivity of viewpoints (high medium, low sensitivity) - From houses to north of site though relatively few directly overlook site as majority of houses below site. More overlook from houses opposite the east end of the site, and from viewpoints further away from site as ground rises towards this end of the site and is therefore more exposed. Extensive view of site from road. High sensitivity because of elevated position.

Existing mitigation- Woodland belt within site, and backdrop of woodland on top of ridge to the south of and outside the site.

Essential elements of site to be retained if developed - Woodland strip

Landscape impacts if developed - Major – change from agriculture to housing. Loss of open character. Large increase in the extent of the built area of Bo'ness.

Visual impacts if developed - From S moderate to high impact

From road to S – high impact

Is site a natural extension to settlement and a good landscape fit? -No as boundaries are arbitrary and there would be little containment of the site with existing landscape features.

Landscape & visual mitigation required - Would require major mitigating screen / structure planting

Ecology:

No significant on-site ecological issues.

Need to assess impacts on nearby Bo'mains Meadow SSSI but mitigation likely to be possible.

Hedges & mature trees should be retained where possible and any losses mitigated by appropriate planting.

A wooded habitat link between Kinneil estate to the north and similar habitat (e.g. Wester Flints plantation) to the south should be maintained and improved where possible, through appropriate greenspace provision, landscaping and habitat creation.

Historic Environment:

None.

MIR Ref: BNS/B/04 **Site Name:** Carriden, Bo'ness

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.6 ha **Capacity:** 25-30 **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Development of site would result in the loss of woodland which would have ecological impacts and adverse impacts on the green network. There are also potential impacts on the setting of Carriden Church. Site does not relate well to the existing residential areas at Carriden, and the presence of industry/WWTW adjacent could present noise/odour/bad neighbour issues.

Accessibility:

Overall accessibility: Moderate/Low
Moderate accessibility to local primary school
Low accessibility to town centre
The site is within reasonable walking distance of bus services
The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access would be to the public road immediately north of the proposed development site. Access location would require to be located in compliance with junction spacing requirements and to provide suitable visibility.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

Likely impact on A993 / A904 Junction at Muirhouses
Impact on Linlithgow (access to railway station)

Water/Drainage Constraints:

Bo'ness WWTW - 798
Baltimore WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Although site is adjacent to coastal flood envelope, finished floor levels of the development should be located above the level of flood risk. A basic FRA (topographic information the first instance) with development layout plan will be required at a planning stage to assess risk of flooding.

Water Quality - No Issues

Air Quality:

Site in quite close proximity to WWTW - potential issue of odour.
Proximity to industrial uses immediately to the north may raise noise issues.

Soil:

None.

Education Capacity:

Catchment schools are Grange and St Mary's RC Primaries and Bo'ness Academy and St Mungo's High. All schools could accommodate pupils generated from this development, although there could be a developer contribution required for St Mungo's to cover the risk of longer term capacity pressures.

Community Infrastructure:

Bo'ness has a good level of community infrastructure with a hospital providing a range of services, 3 GP practices, a recreation centre and various community halls. There is high level of open space provision overall, although the quality is variable with restricted accessibility in some areas. The site has reasonable access to these facilities, and there are unlikely to be any capacity problems with a development of this scale. Access to formal open space and play facilities in this area is limited. Eastern part of site was formerly a football pitch, but this use ceased some years ago and site now used as scrambling track.

Green Belt:

No.

Green Network:

Potentially important part of local green network, with relationship to Forth Estuary green corridor. Western part of site is woodland which connects into Manse Wood and Shore Woods. Core path runs eastwards through this part of site from car park at Carriden Church up into Carriden Estate, and also connects into foreshore path, providing an alternative start to this route. Eastern part of site was originally football ground and now used as scrambling track.

Landscape:

LCU Coastal Margins; Coastal Hills Unit. Site fairly flat alongside path/cycleway and rises to south. Whole site within Bo'ness AGLV. Western part wooded with paths. TPO covers woodland adjacent to site. Stone wall with mature trees alongside defines boundary with path/cycleway.

If developed there would be a major impact for users of path/cycleway and other paths in woodland. Development should be limited to the lower area of the site outwith woodland, stone wall should be retained and buffer included to woodland. Landscape and visual impact assessment required.

Ecology:

Habitats present include mature broadleaved woodland and trees, scrub, grassland, and areas of regenerating bare ground/brownfield. There is an area of ancient, semi-natural woodland within the middle of the site. Carriden Woods Wildlife Site lies to the immediate east and southeast of the site.

Development of the site has the potential to have significant adverse ecological impacts both within the site and on the neighbouring wildlife site.

The area identified as ancient, semi-natural woodland must not be developed or adversely impacted upon.

Areas of broadleaved trees and scrub should be retained. The area of brownfield habitat/regenerating bare earth may be of ecological value and would need further ecological assessment.

It might be possible to mitigate for the loss of certain features or areas of habitat, if only a proportion of the site is developed. However, sufficient on-site mitigation for habitat loss could not be achieved if the majority of the site is developed.

If development were to take place a habitat buffer would have to be retained adjacent to the Carriden Woods Wildlife Site.

An assessment of the potential impact on the Firth of Forth SPA would be required. Depending on the findings an Appropriate Assessment (AA) might be required, although the built up nature of the land between this site and the Firth of Forth would suggest that an AA might not be needed.

The site may support both badger and bat. Protected species surveys would be required.

Historic Environment:

Site part of Carriden Estate. Site adjacent to Carriden Church and Carriden Old Church and Graveyard which are B-listed. Potential impact on their setting.

MIR Ref: BNS/B/05 **Site Name:** Union Street, Bo'ness

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 0.4 ha **Capacity:** 12 **Type:** Brownfield

Proposed Plan Status Allocated

Summary:

Proposed Plan Ref: H06

The site is brownfield, located within the Town Centre. It represents a good opportunity for regeneration, although the Pipeline Consultation Zone may limited capacity, and location within the Conservation Area will require a high quality design response.

Accessibility:

Overall Accessibility: High

High accessibility to primary school

High accessibility to Bo'ness Town Centre

Sites is within reasonable walking distance of bus services.

Site is not within reasonable walking distance of rail services

Vehicular Access:

This site is bounded to the west and north by Commissioner Street and Union Street respectively, both are adopted public roads.

Commissioner Street is the designated HGV route for west bound vehicles and has parking restrictions in place to reflect this use. To the east it is bounded by the private road giving access to the Tesco goods delivery area and to the south by properties on Main Street. The site could only be accessed from Commissioner Street. In view of the fact that it is a designated HGV route, Commissioner Street should be widened to a minimum of 7.3m. with a 2.0m. wide footpath along the boundary of the site. A 2.0m wide footpath should be provided along the east boundary of the site.

Road Network Capacity:

The scale of development should not present any significant impact on the road network capacity.

Water/Drainage Constraints:

Bo'ness WWTW - 798

Balmore WTW - 2000

A surface water drainage strategy will be required, because the site will connect to the public sewer network and Scottish Water will determine the conditions for surface water discharge. The surface water drainage system will, therefore, be designed to comply with Scottish Water requirements and meet Falkirk Council's requirements for 1 in 100 and 1 in 200 year storm events.

Major Hazard Constraints:

Site lies within the middle zone of the consultation zone associated with the BP Forties pipeline, so there would be restrictions on the type and scale of uses.

Flood Risk/Water Quality:

The site is within the area protected by the recently completed Bo'ness flood alleviation scheme. Flood risk from the Forth Estuary is, therefore, reduced. Finished floor levels should be situated above the estimated 1 in 200 year flood level. This information may already be available from the flood protection scheme and the FRA request will be very basic

Air Quality:

Unlikely to be any significant issues.

Soil:

Redevelopment would achieve reuse of brownfield site and potential remediation of any contamination.

Education Capacity:

Site lies within the catchments of Bo'ness and St Mary's RC primary schools and Boness Academy and St Mungo's RC High schools. Of these only Bo'ness Primary and St Mungo's have any capacity issues, and they could develop in the medium term. The site will only generate 3 ND primary pupils which can be absorbed into Bo'ness primary. For St Mungo's a proportionate developer contribution to mitigate cumulative impact over the wider school catchment is likely.

Community Infrastructure:

Bo'ness has a good level of community infrastructure with a hospital providing a range of services, 3 GP practices, a recreation centre and various community halls. There is a high level of open space provision overall, although quality is variable with restricted accessibility in some areas. The location of the site within the town centre means accessibility to facilities is generally very good, and there is easy access to the large open space resource of the foreshore.

Green Belt:

No.

Green Network:

Site adjacent to Forth Estuary component of the green network. No impacts predicted

Landscape:

Current vacant/derelict site. Redevelopment could bring potential significant townscape benefits provided good quality frontages are provided to Union Street and Commissioner Street

Ecology:

No apparent ecological issues

Historic Environment:

Significant vacant site within Bo'ness Town Centre Conservation Area so potentially significant positive impacts for conservation area if redevelopment is sympathetic to historic character.

MIR Ref: BNS/C/01 **Site Name:** Drum Farm South, Bo'ness

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Committed Site Carried Forward with Amended Use

SiteSize 13.0 ha **Capacity:** 100 **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: M02

Summary:

The site is currently allocated for business use with range of impacts which will require mitigation. Introduction of residential use would be unlikely to have any additional environmental or infrastructural issues, provided housing can be successfully integrated into the masterplan. Site is a large one, and given likely level of demand for business use in Bo'ness, should be able to accommodate alternative uses without compromising economic development potential. Site is potentially important for green network development with structural landscaping helping to contribute to green corridors in south Bo'ness.

Accessibility:

Overall accessibility: Moderate/Low

Moderate accessibility to local primary school

Low accessibility to town centre

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access to the development site would be from the A993, Grahamsdyke Road, to the north. This is a significant development site and a TA could be requested. This would determine any upgrade required to the surrounding road network.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

Should the site be allocated a contribution will be required to improve junctions 3 and 5 of the M9 that will be required as a result of the cumulative impact of residential allocations in the area.

Water/Drainage Constraints:

Bo'ness WWTW - 798
Balmore WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Surface water flooding has been recorded in the north west of the proposed site and there are watercourses immediately adjacent to the site. A Flood Risk Assessment would be requested.

Water Quality - Small burn runs along eastern side of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

The interface of any housing and business would have to carefully considered to avoid noise impacts, although at present business park use is restricted to Class 4.

Soil:

Site is prime agricultural land (3.1), but principle of its loss has already been accepted in the current Local Plan.

Education Capacity:

Catchment schools are Grange and St Mary's RC Primaries and Bo'ness Academy and St Mungo's High. All schools could accommodate pupils generated from this development, although there would be a developer contribution required for St Mungo's to cover the risk of longer term capacity pressures.

Community Infrastructure:

Bo'ness has a good level of community infrastructure with a hospital providing a range of services, 3 GP practices, a recreation centre and various community halls. There is high level of open space provision overall, although the quality is variable with restricted accessibility in some areas. The site has reasonable access to these facilities, and there are unlikely to be any capacity problems if development is restricted in scale.

Green Belt:

No.

Green Network:

Drum Farm masterplan and business park brief require structure planting and landscape open space/SUDs areas which will enhance the green network, connecting into woodland and open space to the west.

Landscape:

LCU Coastal Margins; Bo'ness Coastal Hills Unit. Agricultural with hedgerows and occasional trees. Land rises towards the south. Site very visible from local dwellings and adjacent roads.

If developed focus of development should be on lower part of site with structure planting to screen and integrate development into the landscape. Opportunity to enhance adjacent community woodland with further woodland planting, also linking access routes and biodiversity.

Ecology:

No significant ecological issues apparent.

A habitat buffer should be required adjacent to existing woodland to protect and enhance this feature.

Historic Environment:

None.

Bonnybridge & Banknock

MIR Ref: B&B/B/01 **Site Name:** Coneypark Farm 1, Banknock

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 4.9 ha **Capacity:** 125

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is seen as a natural extension to Banknock, extending development westwards along the southern side of the A803 (which already has development to the north in Coneypark) and having only a moderate adverse landscape impact. The site forms part of the Antonine Wall WHS buffer zone but has a backdrop of urban development so should be able to be developed without adversely affecting the setting of the WHS. It is also constrained by areas of high flood risk (from the Bonny Water) and the presence of carbon rich soil in the southern part of the site. Any development of the site should aim to avoid having an adverse effect on the riparian environment of the Bonny Water, and should attempt to provide recreational access to both the Bonny Water and Forth and Clyde Canal. In addition, opportunities for habitat restoration along this stretch of the Bonny Water should be investigated as it has previously been straightened along the periphery of the site.

The current sewerage network in Banknock is constrained so this site would need to remove surface water from the sewer, attenuate it on site and release to a nearby watercourse in order to create enough capacity for development. This could be achieved by retrofitting a section of the A803.

Developer contributions would be required towards the extension of Bankier Primary School and may be required towards Denny High, St Patrick Primary and St Modans High. Development of the site offers the opportunity to improve the junction of Wyndford Road and the A803.

The A803 sliproad junctions with the M80 at Banknock and Haggs which are planned to be upgraded to accommodate committed growth along the A803 corridor between Coneypark and Dennyloanhead are not planned to be upgraded with enough spare capacity to accommodate significant additional development. Planning a further upgrading of capacity of this sliproad junction so soon after the currently planned upgrade is not considered to be appropriate due to the disruption this would cause, so this site is not considered to be appropriate for development in the 2014-2024 period but could become a viable long term growth option.

Accessibility:

Overall Accessibility: Moderate

High/moderate accessibility to primary school and local centre

Site within reasonable walking distance of bus services.

Site not within a reasonable walking distance of a rail services.

Vehicular Access:

Vehicular access to this site could be to Wyndford Road, to the east, or Kilsyth Road (A803) to the north. Wyndford Road is, at present subject to the national speed limit, for which an access would require to be designed. The junction between Wyndford Road and the A803 has poor geometry and consideration may be given to improvement to accommodate additional traffic flow. Kilsyth Road (A803) to the north, is subject to a 30mph limit, therefore, access to this road would require to be designed accordingly. The point of access would require to provide appropriate visibility, which would be dictated by the vertical and horizontal alignment of the A803 and spacing from existing junctions.

This site should be considered with proposal B&B/B/02, because of visibility and junction spacing requirements.

Road Network Capacity:

Impact on the A803 and existing junctions in the Banknock area and the junction of the A803 and the M80 at Banknock and Haggs. The above site may well be constrained by the impact on the M80 at Haggs.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Carron Valley WTW - 2000

Combined Sewer full - Surface water retrofit required

A surface water drainage strategy would be required and would be dictated by Scottish Water's requirements for the management of surface water.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - The functional floodplain of the Bonny Water is required to be identified by an FRA and protected from development in perpetuity for Flood Risk reasons. A Flood Risk Assessment would be required. The south east corner of the site is at risk of flooding and the Bonny Water is on the southern boundary.

Water Quality - Bonny Water straightened along periphery of site - opportunities to deliver habitat restoration. Current sewerage network at capacity with overflows currently experienced frequently - development should only proceed if foul sewer is upgraded and/or surface water inputs from other areas are taken out of the system.

Contact should be made with British Waterways regarding proximity of site to Forth & Clyde Canal.

Air Quality:

Site likely to be within Banknock PM10 AQMA. It is anticipated that this AQMA will be removed by the time of plan adoption.

Soil:

Loss of agricultural land but not prime quality. Carbon rich soil is present at southern part of site and would be adversely affected if subject to development.

Education Capacity:

Bankier Primary is already due to be expanded if the SIRR proposals go ahead but development of a site of this size (generating on average 31 ND pupils) may require current plans to be reviewed, especially if Coneypark Farm 2 site is also developed. St Patrick's RC Primary may come under pressure in the longer term, as would Denny High (secondary RC pupils attend St Modan's in Stirling) A considerable developer contribution package would be required to allow this site to be developed.

Community Infrastructure:

Banknock has a moderate level of community infrastructure, including a GP surgery, sports hall and community, which are located within moderate walking distance (0.8km-1.6km) of this site. The nearest library is in Bonnybridge. Banknock also has a high provision of open space overall but is lacking a full sized sports pitch and the open space closest to this site at Coneypark is not fit for purpose. This site does however have good access to the Bonny Water Corridor and Forth and Clyde Canal and significant new open space is planned as part of the development of the adjacent Bankier Distillery site.

Green Belt:

No.

Green Network:

Potentially part of Forth & Clyde Canal/Bonny Water green corridor. Sensitivity required along the Bonny Water to avoid impacts on the green network.

Landscape:

Falkirk-Denny urban fringe LCU.S sloping agricultural land land.

Major visual impact from houses to north if developed & visually prominent as seen from countryside to south. If developed, sensitive boundary treatment to main road & minor road to east required. Retain boundary woodland cover to south. Sensitive frontage treatment along the A803 and Bonny Water required.

Ecology:

Lower area of marshy grassland and broadleaved woodland in the southern part of the site should be retained and protected to avoid negative impacts to the floodplain, the burn and other habitat present. This will also help to maintain the habitat network associated with the burn and woodland. Opportunities to enhance this habitat network and the burn in this area.

No significant ecological issues apparent elsewhere on site. Appropriate mitigation for loss of any mature trees or hedges would be required.

Protected species surveys including bat, badger, water vole and otter likely to be required, but such species most likely to be associated with the southern part of the site.

Historic Environment:

Within Antonine Wall WHS Buffer Zone, giving potential for adverse impacts on setting of WHS. However, impacts unlikely given that this site would be seen against a backdrop of urban development along the A803 corridor. Also close to Forth & Clyde Canal, with potential for adverse impacts on setting.

MIR Ref: B&B/B/02 **Site Name:** Coneypark Farm 2, Banknock

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 2.5 ha **Capacity:** 65

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site in combination with the adjacent Coneypark Farm 1 site is seen as a natural extension to Banknock, extending development westwards along the southern side of the A803 (which already has development to the north in Coneypark) having only a moderate adverse landscape impact. The site forms part of the Antonine Wall WHS buffer zone and is also constrained by areas of high flood risk (from the Bonny Water), riparian habitat alongside the Bonny Water and the presence of carbon rich soil in the southern part of the site.

The current sewerage network in Banknock is constrained so this site would need to remove surface water from the sewer, attenuate it on site and release to a nearby watercourse in order to create enough capacity for development.

Development of the site will require the extension of Bankier Primary School and will cause additional pressure at Denny High, St Patrick Primary and St Modans High.

The A803 sliproad junctions with the M80 at Banknock and Haggs which are planned to be upgraded to accommodate committed growth along the A803 corridor between Coneypark and Dennyloanhead are not planned to be upgraded with enough spare capacity to accommodate significant additional growth. Planning a further upgrading of capacity of this sliproad junction so soon after the currently planned upgrade is not considered to be appropriate due to the disruption this would cause. In addition this site was not promoted through an expression of interest so there are questions surrounding its effectiveness. As such this is not considered to be a preferred site in the 2014-2024 period but could become a viable long term growth option.

Accessibility:

Overall Accessibility: Moderate

Moderate accessibility to primary school and local centre

Site is within reasonable walking distance of bus services

Site is not within a reasonable walking distance of a rail services

Vehicular Access:

Access to this development would be from the A803, with location subject to horizontal and vertical alignment. This access could be out with the current 30mph speed limit; which would involve the design of an access to the national speed limit. Access provision may best be considered with B&B/B/01.

Road Network Capacity:

Impact on the A803 and existing junctions in the Banknock area and the junction of the A803 and the M80 at Banknock and Haggs. The above site may well be constrained by the impact on the M80 at Haggs.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Carron Valley WTW - 2000

Combined Sewer Full - Surface Water Retrofit required

A surface water drainage strategy would be required and would be dictated by Scottish Water's requirements for the management of surface water.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - The functional floodplain of the Bonny Water is required to be identified by an FRA and protected from development in perpetuity for Flood Risk reasons.

Water Quality - Bonny Water straightened along periphery of site - opportunities to deliver habitat restoration. Current sewerage network at capacity with overflows currently experienced frequently - development should only proceed if foul sewer is upgraded and/or surface water inputs from other areas are taken out of the system.

Contact should be made with British Waterway due to site's proximity to Forth & Clyde Canal.

Air Quality:

Site likely to be within Banknock PM10 AQMA. It is anticipated that this AQMA will be removed by the time of plan adoption.

Soil:

Loss of agricultural land but not prime quality. Carbon rich soil is present at southern part of site and would be adversely affected by development.

Education Capacity:

Bankier Primary is already due to be expanded if the SIRR proposals go ahead so this could possibly be accommodated (16 pupils generated) once the new school is built. But fresh thinking may be required on that if Coneypark Farm 1 site is also developed. St Patrick's may come under pressure in the longer term, as would Denny High (secondary RC pupils attend St Modan's in Stirling). A developer contribution package to cover risk at both these schools would be required to allow this site to be developed.

Community Infrastructure:

Banknock has a moderate level of community infrastructure, including a GP surgery, sports hall and community, which are located within moderate walking distance (0.8km-1.6km) of this site. The nearest library is in Bonnybridge. Banknock also has a high provision of open space overall but is lacking a full sized sports pitch and the open space closest to this site at Coneypark is not fit for purpose. This site does however have good access to the Bonny Water Corridor and Forth and Clyde Canal and significant new open space is planned as part of the development of the adjacent Bankier Distillery site.

Green Belt:

No.

Green Network:

Potentially part of Forth & Clyde Canal/Bonny Water green corridor. Sensitivity required along the Bonny Water to avoid impacts on the green network.

Landscape:

Falkirk-Denny urban fringe LCU. Southwards sloping agricultural land to canal with sporadic roadside trees.

Major visual impact from houses to north if developed & visually prominent as seen from countryside to south. Moderate landscape impact from loss of natural landform. If developed, sensitive boundary treatment to main road required and structure planting in western boundary to define settlement / provide gateway feature. Retain boundary woodland cover to south.

Sensitive frontage treatment required to A803 and Bonny Water.

Ecology:

Lower area of marshy grassland and mature trees / limited broadleaved woodland in the southern part of the site should be retained and protected to avoid negative impacts to the floodplain, the burn and other habitat present. This will also help to maintain the habitat network associated with the burn and woodland. Opportunities to enhance this habitat network and the burn in this area.

No significant ecological issues apparent elsewhere on site. Appropriate mitigation for loss of any mature trees or hedges would be required.

Protected species surveys including bat, badger, water vole and otter likely to be required, but such species most likely to be associated with the southern, lower part of the site.

Historic Environment:

Within Antonine Wall WHS Buffer Zone, giving potential for adverse impacts on setting of WHS. However, impacts unlikely given that this site would be seen against a backdrop of urban development along the A803 corridor. Also close to Forth & Clyde Canal, with potential for adverse impacts on setting.

MIR Ref: B&B/B/03 **Site Name:** Garngrew Road, Haggs

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 3.2 ha **Capacity:** 20 **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H74

Summary:

This site would extend Haggs to the west towards the M80. The western part of the site forms part of the Haggs AQMA which has been designated due to high concentrations of NOx from car exhaust emissions and as such development of only the eastern part of the site is appropriate. Development of the site would have a low and positive landscape impact. The site is also on a considerable gradient; therefore, earthworks would be required to achieve gradients in compliance with DGCS.

The site forms part of the Antonine Wall WHS buffer zone, but has a backdrop of urban development so should be able to be developed without adversely affecting the setting of the WHS and is also constrained by areas of high flood risk (from the Bonny Water) in the southern part of the site, a culverted watercourse which bisects the site and the presence of some prime quality agricultural land. Any development of the site should aim to avoid having an adverse effect on the riparian environment of the Bonnywater and should attempt to provide recreational access to the Bonny Water.

The current sewerage network in Banknock is constrained so this site would need to remove surface water from the sewer, attenuate it on site and release to a nearby watercourse in order to create enough capacity for development. This could be achieved by retrofitting a section of the A803.

Developer contributions will be required towards the extension of Bankier Primary School and may be required towards Denny High, St Patrick Primary and St Modans High.

The A803 sliproad junctions with the M80 at Banknock and Haggs which are planned to be upgraded to accommodate committed growth along the A803 corridor between Coneypark and Dennyloanhead are not planned to be upgraded with enough spare capacity to accommodate significant additional growth. A proportionate contribution from this site towards the currently planned upgrades at the junctions of the M80 with the A803 would be required.

Accessibility:

Overall Accessibility: Moderate

Moderate accessibility to primary school and local centre

Majority of site is within reasonable walking distance of bus services.

Site is not within a reasonable walking distance of train services

Vehicular Access:

Access to the site would be from Garngrew Road, which could require to be upgraded to accommodate the additional vehicular movement. The site is also on a considerable gradient, therefore, earthworks would be required to achieve gradients in compliance with DGCS.

Road Network Capacity:

Impact on the A803/ Garngrew Road and existing junctions in the Haggs area and the junction of the A803 and the M80 at Banknock and Haggs.

Transport Assessment will be required to investigate the likely impact.

The above site may well be constrained by the impact on the M80 at Haggs.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Carron Valley WTW - 2000

Combined Sewer Full - Surface Water Retrofit required

A surface water drainage strategy would be required and would be dictated by Scottish Water's requirements for the management of surface water.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - The functional floodplain of the Bonny Water is required to be identified by an FRA and protected from development in perpetuity for Flood Risk reasons. We recommend that any culverted watercourse is investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69).

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status. Low impact realignment at south west corner of site - potential for restoration and associated habitat improvement.

Air Quality:

Site is partially within Haggs AQMA for NO2. Western portion of the site should not be developed for residential uses.

Soil:

Part of site is prime quality agricultural land.

Education Capacity:

Development of this small site on its own would not be problematic but because of cumulative impacts from other larger sites in the various school catchments a developer contribution package would be required to cope with capacity risks.

Community Infrastructure:

Banknock has a moderate level of community infrastructure, including a GP surgery, sports hall and community centre, which are located within moderate walking distance (0.4-0.8km) of this site. The nearest library is in Bonnybridge. Banknock also has a high provision of open space overall but is lacking a full sized sports pitch. This site does however have good access to the Bonny Water Corridor and Forth and Clyde Canal.

Green Belt:

No.

Green Network:

Potentially part of Forth & Clyde Canal/Bonny Water green corridor. Sensitivity required along the Bonny Water to avoid impacts on the green network.

Landscape:

In Falkirk- Denny urban Fringe LCU. Varied topography / land uses. If developed landscape impact would be low & positive. Visual impact if developed, major from new housing, moderate from road & negligible from motorway. Mitigating planting required on western motorway side and on southern boundary.

Frontage treatment to Garngrew Road essential.

Ecology:

Bonny Water corridor - buffer required to ensure no negative impacts on ecology of the burn or functioning of the riparian corridor.
No other significant on-site ecological issues.
Potential value of scrub and adjacent trees along motorway - mitigation likely to be possible.

Historic Environment:

Site within Antonine Wall WHS Buffer Zone, giving potential for adverse impacts on the setting of the WHS. However, impacts unlikely given that this site would be seen against a backdrop of urban development along the A803 corridor.

MIR Ref: B&B/B/04 **Site Name:** Glasgow Road 1, Dennyloanhead

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 2.3 ha **Capacity:** 55

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site represents a natural infill opportunity between the Lyoncross housing development and Diagio bonded warehouse complex in Dennyloanhead. Access to the site would have to tie into the new access arrangements for the B&B/A/08 (Dennyloanhead/Longcroft site)

Site forms part of the Antonine Wall WHS buffer zone but as the site will have an urban backdrop development should be possible without having an adverse effect on the setting of the WHS.

Site immediately adjacent to Parkfoot Marsh Wildlife Site. Careful assessment of hydrological impacts and suitable design and mitigation would be required to protect the wildlife site. Existing habitat on site is of some ecological value and the site performs an important habitat corridor function linking habitat to the north of the site with Parkfoot Marsh to the south of the site. Retention of some on site habitat and its habitat corridor function is essential.

Development of the site will cause pressure at Denny High School, St Patrick's Primary and St Modan's High and financial contributions towards their extension is likely to be required.

The A803 sliproad junctions with the M80 at Banknock and Haggs which are planned to be upgraded to accommodate committed growth along the A803 corridor between Coneypark and Dennyloanhead are not planned to be upgraded with enough spare capacity to accommodate significant additional growth. Planning a further upgrading of capacity of this sliproad junction so soon after the currently planned upgrade is not considered to be appropriate due to the disruption this would cause, so this site is not considered to be appropriate for development in the 2014-2024 period but could become a viable long term growth option.

Accessibility:

Overall Accessibility: Moderate/Low

Moderate accessibility to primary school

Low accessibility to local centre

Site is within reasonable walking distance of bus services.

Site is not within a reasonable walking distance of train services.

Vehicular Access:

Vehicular access to Glasgow Road, north of the proposed site, would require to be accommodated in the junction arrangement for site B&B/A/08. Vehicular access via Lyoncross could be subject to a ransom strip.

Road Network Capacity:

Impact on the A803 and existing junctions in the Dennyloanhead area and the junction of the A803 and the M80 at Banknock and Haggs. The above site may well be constrained by the impact on the M80 at Haggs.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A basic FRA (Topographic and culvert information in the first instance) with development layout plan will be required at a planning stage to assess risk of flooding. Areas near the watercourse may not be available for development. The south of the site is within the periphery of SEPA's indicative 1 in 200 year flood map; a flood risk assessment would be required. There could also be concerns regarding surface water drainage proposals and their impact on the designated site to the south.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status. Unauthorised CSO at Lyon Cross at the site. Developer contribution to upgrade CSO to required standards could be sought.

Air Quality:

Adjacent to bonded warehouse complex so potential issue with black mould on new dwellings with hypothetical health risk.

Soil:

Loss of agricultural land but not prime quality.

Education Capacity:

Head of Muir Primary is already due to be expanded if the Dennyloanhead proposals go ahead, so the 13 pupils likely to be generated from this site could possibly be accommodated in the expanded school. St Patrick's RC Primary may come under pressure in the longer term, as would Denny High (secondary RC pupils attend St Modan's in Stirling). A developer contribution package to cover risk at both these schools would be required to allow this site to be developed.

Community Infrastructure:

Dennyloanhead has a low level of community infrastructure. The nearest health centre, sports centre and library to the site is in Bonnybridge 1.5km - 2km from the site and the nearest community centre is in Head of Muir 1km from the site. Dennyloanhead does not currently have an adequate amount of open space, lacking a full sized sports pitch, significant play area or parkland. It does however have good access to semi natural open space at Bonnyfield Local Nature Reserve (around 0.5km from the site). Significant new areas of open space and pre-school nursery facilities are likely to be delivered as part of the adjacent Longcroft/ Dennyloanhead site.

Green Belt:

No.

Green Network:

Part of the Forth & Clyde Canal/Bonny Water green corridor. Potential to establish north south linkage between Forth & Clyde Canal/Bonny Water and open space access network being planned as part of Dennyloanhead development.

Landscape:

In Falkirk - Denny Urban Fringe LCU. South sloping, steep slope from main road. Visible from open countryside to south. If developed, major visual impact from existing houses and moderate - minor impact from road and industrial site to E. Retain or replace woodland cover at road frontage as a landscape feature - accommodates level difference .Frontage to A803 essential.

Ecology:

Site immediately adjacent to Parkfoot Marsh Wildlife Site. Potential for significant negative impacts on the wildlife site. A significant buffer of undeveloped habitat would be required adjacent to the wildlife site (thus reducing the developable area). There would be concerns regarding the hydrological impact of any development on the wildlife site. Careful assessment of hydrological impacts and suitable design and mitigation would be required to protect the wildlife site.

Grassland, scrub and trees within the proposed site appear to be of some ecological value (particularly in association with the wildlife site). Retention of some of this habitat and mitigation for partial loss of this habitat would be required.

Potential negative impacts on the connectivity of the habitat / wildlife corridors. Efforts have been made to try to ensure that greenspace within the development to the north continues to provide a wildlife corridor linking to habitat to the south including Parkfoot Marsh. Any development of this site would also need to maintain that wildlife corridor (potentially reducing the developable area).

Historic Environment:

Within the Antonine Wall WHS buffer zone, with potential for adverse impacts on the setting of the WHS. However, impacts unlikely given that this site would be seen against a backdrop of urban development along the A803 corridor.

MIR Ref: B&B/B/05 **Site Name:** Glasgow Road 2, Longcroft

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 2.5 ha **Capacity:** 60

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site represents a natural infill opportunity between the Lyoncross housing development to the east and existing housing along the A803 to the west. Access to the site would have to tie into the new access arrangements for site B&B/A/08 (Dennyloanhead/Longcroft).

Site forms part of the Antonine Wall WHS buffer zone but as the site will have an urban backdrop development should be possible without having an adverse effect on the setting of the WHS.

Development of the site will cause pressure at Denny High School, St Patrick's Primary and St Modan's High and financial contributions towards their extension is likely to be required.

The A803 sliproad junctions with the M80 at Banknock and Haggs which are planned to be upgraded to accommodate committed growth along the A803 corridor between Coneypark and Dennyloanhead are not planned to be upgraded with enough spare capacity to accommodate significant additional growth. Planning a further upgrading of capacity of this sliproad junction so soon after the currently planned upgrade is not considered to be appropriate due to the disruption this would cause. In addition this site was not promoted through an expression of interest so there are questions surrounding its effectiveness. As such this is not considered to be a preferred site in the 2014-2024 period but could become a viable long term growth option.

Accessibility:

Overall Accessibility: Low

Low accessibility to primary school

Low accessibility to local centre

Site is within reasonable walking distance of bus services.

Site is not within a reasonable walking distance of train services.

Vehicular Access:

Clarification of potential locations for direct access to Glasgow Road (A803) is required. Access for site B&B/A/08 is proposed immediately opposite the north west corner of this site. Access proposals for B&B/B/05 may require to reflect, or be incorporated in those for B&B/A/08. The use of Underwood Road could involve a significant upgrade, including footway and lighting provision.

Road Network Capacity:

Impact on the A803 and existing junctions in the Longcroft and Dennyloanhead area and the junction of the A803 and the M80 at Banknock and Haggs.

The above sites may well be constrained by the impact on the M80 at Haggs.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Caron Valley WTW - 2000

Hydraulic issue on the Bonnywater trunk sewer in Banknock / Longcroft area.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A basic flood risk assessment which includes the review of topographic information is required at the planning application stage. Vast majority of the site is developable. There is a drainage ditch in close proximity to the southern boundary of the proposed development site, therefore, a Flood Risk assessment could be required.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status. Small burn runs around southern periphery of site - should not be culverted to enable development. Opportunities to deliver habitat restoration/enhancement should be harnessed.

Air Quality:

None.

Soil:

Loss of agricultural land, but not prime quality.

Education Capacity:

Head of Muir Primary is already due to be expanded if the Dennyloanhead proposals go ahead, so the 15 pupils likely to be generated from this site could possibly be accommodated in the expanded school. St Patrick's RC Primary may come under pressure in the longer term, as would Denny High (secondary RC pupils attend St Modan's in Stirling). A developer contribution package to cover risk at both these schools would be required to allow this site to be developed.

Community Infrastructure:

Dennyloanhead has a low level of community infrastructure. The nearest GP surgery and sports hall to the site is in Banknock 1.6km - 2km from the site, the nearest library to the site is in Bonnybridge 2.3km from the site and the nearest community centre is in Head of Muir 1.4km from the site. Dennyloanhead does not currently have an adequate amount of open space, lacking a full sized sports pitch, significant play area or parkland. It does however have reasonably good access to semi natural open space at Bonnyfield Local Nature Reserve (around 0.9km from the site) and the Forth and Clyde Canal (around 0.6km from the site) Significant new areas of open space and pre-school nursery facilities are likely to be delivered as part of the adjacent Longcroft/ Dennyloanhead site.

Green Belt:

No.

Green Network:

Potentially part of the Forth & Clyde Canal/Bonny Water green corridor.

Landscape:

Falkirk- Denny Urban Fringe LCU. Grazing field slopes steeply south from main road. If developed, major visual impact from housing to N & E, moderate-minor visual impact from countryside to south. Essential buffer / tree screen planting along southern boundary to delineate boundary to countryside. Frontage to the A803 essential. Challenging topography on site may make this difficult.

Ecology:

No significant on-site ecological issues apparent.

Mature trees/scrub/hedges should be retained or their loss mitigated by appropriate planting within the site.

Historic Environment:

Site within Antonine Wall WHS buffer zone with potential adverse effects on setting of the WHS. However, impacts unlikely given that this site would be seen against a backdrop of urban development along the A803 corridor.

MIR Ref: B&B/B/06 **Site Name:** Kilsyth Road 4, Haggs

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 27.0 ha **Capacity:** 675

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site represents a major northwards expansion of Longcroft and Haggs up to the M80 and would have a major adverse landscape impact.

The site is constrained by steep topography, an area prone to surface water flooding on the southern boundary and noise and air quality impacts from the adjacent M80

Neither of the primary schools which would serve the development site would be capable of being extended to accommodate the scale of development proposed on this site so a new strategic solution to primary school provision would require to be found for the area most likely involving the building of entirely new schools.

The A803 sliproad junctions with the M80 at Banknock and Haggs would require further upgrading to accommodate this development as well as other preferred sites along the A803 corridor. It is not clear whether enough land would be available to deliver these improvements.

Development of the whole site would require two site accesses and it is not clear where these could be built. Both Mayfield Drive and Station Road have restricted scope for widening. The feasibility and viability of potential site accesses from either the M80 sliproad or through site B&B/A/03 would need to be proven to enable the development of this site.

Due to the significant menu of site constraints and the significance of negative environmental effects the development of this site would have, it is not preferred in the period 2014-2024 and it is not considered to have any realistic long term potential either.

Accessibility:

Overall Accessibility: Low

Moderate/low accessibility to primary school and local centre

Part of site is within reasonable walking distance of bus services

Site is not within reasonable walking distance of train services.

Vehicular Access:

This is a large development site, with Station Road the only apparent public road from which direct access could be taken. Potential for access via Mayfield Drive over disused railway line or through site B&B/A/03. For a development of this magnitude more than one access is required (DGCS para. 4.1.2). Station Road/Mayfield Drive would require to be upgraded to accommodate additional vehicle movements created by a development of this magnitude; this would be confirmed by TA. Additional land could be required to accommodate such works and this may not be available to a developer.

Road Network Capacity:

Impact on the A803 and existing junctions in the Dennyloanhead area and the junction of the A803 and the M80 at Banknock and Haggs. A Transport Assessment will be required to investigate the likely impact.

The above sites may well be constrained by the impact on the M80 at Haggs.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750
Carron Valley WTW - 2000
Hydraulic issue on the Bonnywater trunk sewer in Banknock / Longcroft area.

27" and 15" trunk water mains run through this site

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Surface water flooding has been recorded in the south west of the proposed site. A Flood Risk Assessment would be requested.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status. No other concerns.

Air Quality:

Potential noise/ air quality impact from M80.

Soil:

Loss of agricultural land, but not prime quality.

Education Capacity:

The existing catchment primary schools (Bankier and St Patrick's) could not accommodate a development of this size, requiring a strategic appraisal of school capacity in the west to reach a fresh solution. Denny High is also likely to be pressured in the longer term as a result of cumulative impact from other sites, but it can be extended with funding provided through developer contributions from all sites

Community Infrastructure:

The nearest community infrastructure is located in Banknock which has a moderate level of service, including a GP surgery, sports hall and community centre, which are located within moderate walking distance (0.4-0.8km) of the south-western end of the site but a high walking distance (1.3km-1.8km) from the north-eastern end of the site. The nearest library is in Bonnybridge. The Haggs/Longcroft area has an insufficient amount of public open space with no sports areas or public parks. The nearest significant open space is in Banknock at Hollandbush Park 1.4km from the north-eastern corner of the site but given the size of the site, significant new areas of open space could come forward as part of development proposals.

Green Belt:

No.

Green Network:

No significant implications for strategic green network, although any development of this scale would have to provide significant open space and landscape buffers to the motorway which might contribute to local green network.

Landscape:

Falkirk-Denny urban fringe LCU. Steep south facing grazing land, with high ground elevated relative to settlement & visually prominent. If developed, major landscape impact and loss of green northerly backdrop to settlement. Major visual impact if developed from to S & W in settlement. Moderate impact from motorway and roads to south. Very high visual sensitivity- slopes and high point visible over wider area - development not appropriate in landscape terms, with exception of lower south eastern area and only if on flat ground in alignment with adjacent allocated site. If lowest part developed, mitigating structure planting required on slope to rear to act as backdrop and planting required fronting on minor rural road to east.

Ecology:

Largely agricultural landscape. Small areas of scrub, mature trees, semi-improved grassland. Due to the size of the site some negative ecological impact is likely and as such an ecological impact assessment and appropriate mitigation and ecological enhancements would be required.

Potential for great crested newts due to proximity to Banknock site (albeit across motorway) - surveys required if appropriate habitat present.

Historic Environment:

Although not within the Antonine WHS buffer zone, the scale and elevation of the site may give rise to some impacts on setting.

MIR Ref: B&B/B/07 **Site Name:** Milnquarter Farm, High Bonnybridge**Proposed Use:** Residential**MIRStatus** Non-Preferred Site (2014-2024)**SiteSize** 4.3 ha **Capacity:** 50**Type:** Greenfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

Development of this site essentially represents an urban infill opportunity as it is within the urban limit of High Bonnybridge. It is within the Antonine Wall WHS buffer zone and directly adjacent to scheduled parts of the WHS. Any development on site would have to avoid having an adverse impact on the setting of the WHS and in practice this will involve ensuring that development does not obscure the visual link between the Milnquarter Roman camp and the line of the Wall itself.

The site is bounded to the north by the Milnquarter SINC. There is a need to retain a suitable undeveloped buffer adjacent to the designated site, with appropriate habitat enhancement to protect SINC.

The development of the site would require the extension of Antonine Primary School but it is far from certain as to whether this would be possible as the site is physically constrained partly due to the adjacent scheduled part of the Antonine Wall WHS. Development pressures at the RC primary school and High Schools could be dealt with through a developer contribution.

This site would have a major impact on the junction of Main Street and Bridge Street in the centre of Bonnybridge especially in combination with site B&B/B/08.

Due to the uncertainty over whether the school capacity constraint could be overcome or whether the site can be designed to avoid an adverse impact on the setting of scheduled parts of the WHS the site is not preferred in the 2014-2024 period and accordingly its long term development potential is uncertain.

Accessibility:

Overall Accessibility: Moderate

High accessibility to primary school

Moderate accessibility to local centre

Site lies within reasonable walking distance of bus services.

Site is not within reasonable walking distance of rail services.

Vehicular Access:

Vehicular access could be via existing roads to the east and west of the development site. Access from the west could be via Milnquarter Road, the eastern end of which has yet to be adopted as public. Access to the east, to Broomhill Road, through site B&B/A/10. The existing access from site B&B/A/10 to Broomhill Road would require to be upgraded and the layout of development on this site arranged to provide a suitable route for vehicles.

Road Network Capacity:

This site will have a major impact on the junction of Main Street and Bridge Street in the centre of Bonnybridge especially in combination with B&B/B/08.

A Transport Assessment is to be submitted in support of the current PPP application.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - There are watercourses within and in close proximity to the site. A Flood Risk assessment would, therefore, be required. Flooding has also been recorded in the south east corner of the development site.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid and further deterioration in water body status.

Air Quality:

Railway to the south of the site could cause potential noise impact issues.

Soil:

Loss of agricultural land. Not prime quality.

Education Capacity:

Site within catchment of 4 schools all experiencing capacity pressures; Antonine and St Josephs Primaries and Denny and St Mungo's High schools. A site of this size would generate on average 12 ND primary pupils which could be difficult to accommodate at Antonine where pressures are severe with limited physical options for further growth having already extended the school. Accommodation pressures are less acute at St Joseph's RC primary and the secondary schools, and with relatively small numbers going to each, can likely be addressed through developer contributions.

Community Infrastructure:

Bonnybridge is well served by community infrastructure and this site is around 0.8km from a library, sports centre and community centre and around 1.6km from a health centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy so the provision of on site open space is seen as a priority. The nearest park to the site is within 100m

Green Belt:

No.

Green Network:

No strategic implications for green network, although site does form a potentially important local wedge of greenspace extending into the urban area.

Landscape:

Falkirk-Denny Urban Fringe LCU. Unmaintained, gently N facing with area of wetland / poor drainage. Moderate landscape impacts if developed from loss of open land. Major visual impact from existing houses / moderate visual impact from railway. Would form natural extension to settlement, subject to structure planting to railway and incorporation of open space / tree planting & buffer to wetland / existing trees. Mitigation dependent on impact on setting of Antonine Wall.

Ecology:

No significant on-site ecological issues apparent. (If suitable watercourses are present a water vole survey would be required due to historical records in this area.)

Site immediately adjacent to Milnquarter SINC. Need to retain a suitable undeveloped buffer adjacent to the designated site, with appropriate habitat enhancement to protect SINC.

Historic Environment:

Within Antonine Wall WHS buffer zone, with potentially significant adverse impacts on the WHS. Southern boundary of the site abuts Milnquarter Roman camp which is a SAM. Site provides linkage between the Wall and the camp, which would need to be preserved.

MIR Ref: B&B/B/08 **Site Name:** Dykehead Farm, High Bonnybridge

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 12.4 ha **Capacity:** 310

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Development of the site represents a large scale greenfield extension between High Bonnybridge and Greenhill. Development of the site would have a moderate adverse landscape impact. The site lies within the WHS Buffer Zone and part of the site is a SAM. Other site constraints include unknown flood risk from small watercourses which bisect the site (These watercourses are seriously impacted from ferruginous inputs which may originate within site boundary) and two railway lines which form the northern and southern boundaries of the site and could have an adverse noise/vibration impact.

The impact of the development on the junction of Main Street and Bridge Street in the centre of Bonnybridge is of particular concern.

The development of the site would require the extension of Antonine Primary School but it is far from certain as to whether this would be possible as the site is physically constrained partly due to the adjacent scheduled part of the Antonine Wall WHS. A solution involving a new school, and involving other large site releases would have to be explored. Development pressures at the RC primary school and High Schools could be dealt with through a developer contribution.

Due to the uncertainty over whether the school capacity constraint could be overcome and whether the site can be designed to avoid an adverse impact on the setting of scheduled parts of the WHS together with the fact that the site has not been promoted through an expression of interest (which casts doubts over its effectiveness), the site is not preferred in the 2014-2024 period and accordingly its long term development potential is uncertain.

Accessibility:

Overall Accessibility: Low/Moderate

Moderate accessibility to primary school

Low/Moderate accessibility to local centre

Part of site is within reasonable walking distance of bus services.

The site is not within a reasonable walking distance of rail services.

Vehicular Access:

Vehicular access to the proposed development site would be to Reilly Road, which at this location is at present subject to the national speed limit. Unless this was reduced, access to the development site would require to be designed to appropriate standards.

Road Network Capacity:

Impact on the existing infrastructure in the High Bonnybridge and Bonnybridge area. Of particular concern is the impact of the development on the junction of Main Street and Bridge Street in the centre of Bonnybridge. A Transport Assessment will be required to investigate the likely impact on the existing infrastructure.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750
Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - The functional floodplain of the small watercourses which run through the site are required to be identified by an FRA and protected from development in perpetuity for Flood Risk reasons. We recommend that any culverted watercourse is investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69). There are watercourses within the proposed development site, therefore, a Flood Risk assessment would be required.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid and further deterioration in water body status. Unnamed tribs of Milnquarter Burn run through centre of site - presumption against culverting, opportunities for green networks, habitat enhancement and restoration should be harnessed. These watercourses are currently seriously impacted from ferruginous inputs which may originate within site boundary. Developer should install treatment to address this problem.

Air Quality:

Railway to both the north and south of the site giving rise to potential noise impacts.

Soil:

Loss of agricultural land, but not prime quality.

Education Capacity:

Site within catchment of 4 schools all experiencing capacity pressures; Antonine and St Josephs Primaries and Denny and St Mungo's High schools. A site of this size would generate on average 77 ND primary pupils which could not be accommodated at Antonine where pressures are severe with limited physical options for further growth, having already extended the school. A solution involving a new school, and involving other large site releases would have to be explored. Accommodation pressures are currently less acute at St Joseph's RC primary but there would still be difficulties in coping with the additional 28 pupils likely to be generated by this site. At Denny High and St Mungo's the growth could be accommodated provided it is accompanied by developer contributions.

Community Infrastructure:

The nearest centre of community infrastructure is in Bonnybridge. The site is within 1.2km-1.8km of a library, community centre and sports centre and 2km-2.6km of a health centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy so the provision of on site open space at this site is seen as a priority. The nearest park to the site approximately is 300m away at Reilly Road.

Green Belt:

No.

Green Network:

Site not part of strategic green network but railway lines form wildlife corridors which would require consideration. Could potentially provide contributions towards enhancement of the green network off site. Could improve the fitness for purpose of existing open space in Greenhill and potentially provide a sports area to meet deficiency in Greenhill.

Landscape:

In Falkirk-Denny Urban fringe LCU.

North facing open agricultural grazing land. Moderate landscape impacts if developed, major visual impact from dwellings to east &

moderate visual impact from railway. Structure planting to N & S along railway would be required & appropriate landscape treatment to road junction to west required.

Ecology:

Watercourses - appropriate treatment of watercourses and their floodplains to retain and enhance ecological value would be required. Limited ecological value of scrub habitat and trees - mitigation possible. Consideration of wildlife corridor function of the railways - possible need to maintain and enhance a north-south wildlife corridor linking the railway corridor to the north with the railway corridor and wider countryside to the south. Need to check for water voles if the habitat along the watercourses is suitable.

Historic Environment:

The site lies partly within the Antonine Wall WHS Buffer Zone and adjacent to the Milnquarter Roman camp which is a SAM. Potential significant adverse impacts on the setting of the WHS and SAM.

MIR Ref: B&B/B/09 **Site Name:** Bonnybridge Golf Course

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 23.0 ha **Capacity:** 575

Type: Part brownfield /
part greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Development of this site would have a major adverse effect on the recreational amenity of Bonnybridge due to the loss of the golf course and no suitable replacement site for the golf course has been identified. As this site has not been promoted via an expression of interest it is not considered to be a reasonable opportunity for housing development.

Notwithstanding the above, the development of the site would have a major adverse landscape impact, and would represent a major intrusion into the green belt. The additional children resulting from development of this scale would not be able to be accommodated at the local primary schools requiring the formation of a new 3 stream shared campus primary school within Bonnybridge. It is unlikely that this site alone would be able to deliver such a large piece of infrastructure.

Accessibility:

Overall Accessibility: Moderate/Low

Moderate accessibility to primary school

Low/Moderate accessibility to local centre

Part of site is within reasonable walking distance of bus services.

Site is not within a reasonable walking distance of train services.

Vehicular Access:

This is a large development for which two access routes would be required. Larbert Road is the only road from which vehicular access could be achieved and this is a frontage of limited length. To achieve two access routes it may be necessary to construct a roundabout on Larbert Road.

Road Network Capacity:

Impact of the development on the junction of Larbert Road and the M876 on-slip and the impact on Junction 1 of the M876 (Checkbar interchange). The views of Transport Scotland should also be sought for this particular site due its proximity to the above junction on the strategic road network.

A Transport Assessment will be required to investigate the likely impact on the existing infrastructure in the local area.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Carron Valley STW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A basic flood risk assessment which includes the review of topographic information is required at the planning application stage. Vast majority of the site is developable. The Bonny Water is in close proximity to the southern boundary of the site, with the SEPA flood map indicating a 1 in 200 flood event encroaches on this site. There are also watercourses within the site, therefore, a flood risk assessment would be required.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status. Small burn runs around southern periphery of site - should not be culverted to enable development and opportunities to deliver habitat restoration

should be harnessed. Burn also runs through centre of site - opportunities to deliver habitat restoration should be harnessed

Air Quality:

Site in close proximity to Bonnybridge sewage works - potential odour impact.

Soil:

Land in recreational use, but loss of potential (non-prime) agricultural land.

Education Capacity:

Site within catchment of 4 schools all experiencing varying capacity pressures; Bonnybridge and St Josephs Primaries and Denny and St Mungo's High schools. A site of this size would generate on average 144 ND primary pupils which could not be accommodated at Bonnybridge Primary. A solution involving a new school, and involving other large site releases would have to be explored. Accommodation pressures are currently less acute at St Joseph's RC primary but it would be impossible to absorb the additional 52 pupils likely to be generated by this site without looking at new school scenarios. At Denny High and St Mungo's High the scale of growth could be possibly be accommodated by further extensions provided the site development was phased and there were proportionate developer contributions.

Community Infrastructure:

Development of this site would involve the loss of a golf course, which although a private enterprise significantly enhances the recreational amenity of the community. Bonnybridge is well served by community infrastructure but this site's peripheral location means that it has only moderate accessibility to community infrastructure 1km-1.6km from the health centre and 1.2km-1.8km from the library, community centre and sports centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy so the provision of new, on site open space at this site is seen as a priority.

Green Belt:

Located in the green belt. In terms of impact on green belt objectives, there would be negative impact on Bonnybridge's landscape setting, and on the recreational function of the green belt.

Green Network:

Potentially part of the Bonny Water green corridor. Loss would significantly affect local amenity and only likely to be justifiable if replacement land for accommodating a new golf course could be found.

Landscape:

In Falkirk-Denny urban fringe LCU. Golf course with tree cover / maintained grass, overall slope to south. Open views to S & SE. Major landscape impacts if developed due to loss of recreational open space & tree cover to housing - extending into green belt. Major visual impact from adjacent houses to NW & W, moderate visual impact from road, moderate visual impact from wider countryside to south.

If developed, only western part acceptable, subject to significant mitigation comprising buffer / screen planting & to replace loss of tree cover. Appropriate landscape treatment would also delineate eastern gateway to settlement.

Ecology:

Habitat - a mosaic of trees, scrub and rough grassland set within amenity grassland. Some ecological value - may be difficult to fully mitigate impacts due to the extent and nature of the area.

Forms a significant area of open space linking the Bonny Water and its floodplain to the wildlife corridor of the dismantled railway and habitat further north and northeast.

Historic Environment:

None.

MIR Ref: B&B/B/10 **Site Name:** Bonnybridge East

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 19.6 ha **Capacity:** 200

Type: Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: M15

Summary:

The development of this site would represent a major greenfield expansion into the countryside (into an area which is currently green belt and prime quality agricultural land) which would have a major adverse landscape impact and is within the Antonine Wall WHS buffer zone. Substantial buffer planting to the canal and watercourses to East & North of the site will be required to mitigate the landscape and visual impact. A development frontage to A803 is also essential to avoid adverse townscape impacts.

The presence of gas pipelines which bisect the site could restrict the scale and type of development which could be delivered on the site and mitigation measures will be needed to limit the impact.

The site is constrained by unknown flood risk from the Rowan Tree Burn (which is seriously impacted from ferruginous inputs a short

distance upstream associated with a historic fireclay mine) and the Bonny Water. Opportunities exist to improve the water quality of the Rowan Tree Burn and create a riparian greenspace corridor alongside the Bonny Water and Rowan tree Burn through the development of the site.

Development of the site would have a major impact on: the Main Street / Bridge Street junction in Bonnybridge; the junction of the A803 / A883 at the Falkirk Wheel; and the A803 corridor into Falkirk. The development of this site would create the need for a physical extension of St Joseph's Primary School and demand for additional capacity at Bonnybridge Primary School and local nurseries.

Accessibility:

Overall Accessibility: Low/Moderate
Low/Moderate accessibility to primary school
Low/Moderate accessibility to local centre
Part of site is within reasonable walking distance of bus services
The site is not within a reasonable walking distance of train services.

Vehicular Access:

Vehicular access to the proposed development site would be to the B803, that runs through the site. The B803 is at present subject to the national speed limit, therefore, vehicular access would required to be designed accordingly. This is a large development site and more than one access may be required (DGCS para. 4.1.2). Upgrade of existing roads infrastructure to accommodate a development of this magnitude would be confirmed by TA.

Road Network Capacity:

Major impact on the Main Street / Bridge Street junction in Bonnybridge and also the junction of the A803 / A883 at the Falkirk Wheel. The development will also have a major impact on the A803 corridor into Falkirk. This corridor is an already congested route. Mitigation works have been identified for existing developments which have an impact on this route. This site will also need to be considered given its location.

A Transport Assessment will be required to investigate the likely impact on the existing infrastructure in the local area.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750
Carron Valley WTW - 2000

There is an 18" trunk water main crossing the site

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

Two high pressure gas mains bisects the site running from north to south and have major hazard consultation zones associated with them. The inner zone (within which residential development would be restricted to 3 units) runs at a width of 90m parallel to the pipelines on both sides. The middle and outer zones (within which residential development would be restricted to 30 units) run at a width of 310m parallel to the pipelines on both sides. Only a small part of the site in the south east corner adjacent to the Rowan Tree Burn is unaffected by HSE restrictions. Mitigation measures may be able to be designed to reduce the restrictions that the two gas pipelines have on the site.

Flood Risk/Water Quality:

Flood Risk - There is a watercourse within and adjacent to the proposed development site, with the Forth and Clyde Canal on the southern boundary. A Flood Risk Assessment would be requested.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid any further deterioration in water body status. Rowantree Burn runs around eastern periphery of site - should not be culverted to enable development and opportunities to deliver habitat restoration should be harnessed. Rowantree Burn is currently seriously impacted from ferruginous inputs a short distance upstream associated with a historic fireclay mine. Potential to ask for developer contribution to instal some treatment - would also add value to development as burn currently unsightly.

Air Quality:

This site is in close proximity to the WWTW.

Soil:

Whole site is prime quality agricultural land

Education Capacity:

Site within catchment of 4 schools all experiencing varying capacity pressures; Bonnybridge and St Josephs Primaries and Denny and St Mungo's High schools. A site of this size would generate on average 50 ND primary pupils which would create demand for capacity enhancement at Bonnybridge Primary. It would also generate on average 18 RC primary pupils which would necessitate a physical extension of St Joseph's Primary. At Denny High and St Mungo's High the scale of growth could possibly be accommodated by further

extensions, provided the site development was phased and there were proportionate developer contributions.

Pre-school provision has also reached capacity at all schools and all 3 primary schools are expected to require investment in school capacity.

Community Infrastructure:

Bonnybridge is well served by community infrastructure but this site's peripheral location means that it has low accessibility to community infrastructure 1.6km-2.4km from the health centre and 1.2km-2km from the library, community centre and sports centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy so the provision of new, on site open space at this site is seen as a priority. The nearest open space to this site is at Anderson Park (200m from the western edge of the site) and the site is also well connected to the Forth and Clyde Canal and the Bonny Water Corridor

Green Belt:

Located within the green belt. Loss of this area would have a significant effect on the green belt's function of protecting the landscape setting of Bonnybridge, and separating Falkirk and Bonnybridge.

Green Network:

Lies between the Forth & Clyde Canal and Bonny Water green corridors. Potential to link Forth & Clyde Canal with the Bonny Water through the site possibly along Rowan Tree Burn corridor. Current planning application suggests providing new sports pitches on site.

Landscape:

In Falkirk-Denny Urban fringe LCU. Arable land sloping north bisected by A803. Major landscape impact if developed, due to scale of site & encroachment into green belt contributing to coalescence of settlements. Major visual impact from housing / hospital to west and from canal path to S. Mod impact from A803. If developed, landscape mitigation required on both sides of A803 (screen planting / open space), at extreme E end to act as gateway to settlement, and substantial buffer planting to canal and watercourses to E & N. Frontage to A803 essential to avoid adverse townscape impacts

Ecology:

Potential significant impacts on the Bonny Water and Rowan Tree burn and associated riparian habitat. A significant habitat buffer would have to be retained and enhanced along the watercourses, to include the area of rough grassland and scrub between the two burns to the north of the site and the main areas of scrub and mature trees along the burns.

Likely that a habitat buffer would also be required to protect the Canal (a wildlife site).

Potential protected species issues - particularly otter and badger. Protected species surveys and protection would be necessary.

Ecological impact assessment and mitigation for any other habitat loss would be required.

Historic Environment:

Part of the site is within the Antonine Wall WHS buffer zone. Adjacent to Forth & Clyde Canal SAM. Potential for adverse impact on setting of both.

MIR Ref: B&B/B/11 **Site Name:** Seabegs Road Depot

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.2 ha **Capacity:** 48 **Type:** Brownfield

Proposed Plan Status Allocated

Proposed Plan Ref: H13

Summary:

Development of this site would represent urban infill on a site of former business use. The site is constrained by the line of the Antonine Wall WHS to the south of the site and the adjacent industrial use to the east.

Previous uncertainties as to whether capacity issues at the local primary school could be satisfactorily resolved to accommodate the additional school children likely to result from the site's development have been resolved, as such this site is preferred for development in the 2014-2024 period.

Accessibility:

Overall Accessibility: High/Moderate

High accessibility to primary school

High/Moderate accessibility to local centre

Site is within reasonable walking distance of bus services.

Site is not within a reasonable walking distance of a train station (Camelon)

Vehicular Access:

Vehicular access arrangement, including visibility, to Seabegs Road would require to be to DGCS requirements. Site layout would be to DGCS requirements.

Road Network Capacity:

Impact of the development on the junction of Seabegs Road and Bridge Street, and the junction of Bridge Street and Main Street in Bonnybridge. A Transport Assessment may be required to investigate the likely impact on the existing infrastructure in the local area taking account of other developments in the surrounding area.

Water/Drainage Constraints:

Bonnybridge WWTW - 1750
Carron Valley WTW - 2000

Hydraulic issue in the Seabegs Road area.

Surface water drainage strategy would be required. The existing site is liable to drain to Scottish Water infrastructure. Scottish Water's requirements for surface water will dictate surface water drainage strategy, including SUDS requirements. Surface water drainage will be designed to Falkirk Council's requirements for storm events and flood risk management.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

There are no recorded flooding incidents at the site or watercourses in the immediate vicinity.

Air Quality:

Site next to established industrial uses. Potential for noise issues.

Soil:

Offers potential regeneration of brownfield site.

Education Capacity:

Site within catchment of 4 schools all experiencing capacity pressures; Antonine and St Josephs Primaries and Denny and St Mungo's High schools. A site of this size would generate on average 7-8 ND primary pupils which could be difficult to accommodate at Antonine in combination with other sites, where pressures are severe with limited physical options for further growth having already extended the school. Accommodation pressures are less acute at St Joseph's RC primary and the secondary schools, and with relatively small numbers going to each, can likely be addressed through developer contributions.

Community Infrastructure:

Bonnybridge is well served by community infrastructure and this site is around 0.5km from a library, sports centre and community centre and around 1.2km from a health centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy so the provision of on site open space should be considered. The nearest park to the site is around 200m away.

Green Belt:

No.

Green Network:

Potential to create north-south green link between Seabegs Road and housing estates to the south.

Landscape:

In Falkirk-Denny Urban Fringe LCU. Industrial / office buildings, site gently sloping to N.
Existing art deco office on site of potential townscape value. Canal frontage essential.
If developed, minor landscape impact; major / moderate visual impact from dwellings to W & from canal frontage, moderate visual impact from road & minor/ negligible from elsewhere. Essential that road frontage / canal frontage to N is given appropriate landscape treatment.

Ecology:

No significant on-site ecological issues apparent.

Historic Environment:

Southern part of the site is a World Heritage Site and is adjacent to SAM. Redevelopment of the site offers the opportunity to sensitively interpret the WHS at this location.

Proposed Use: Residential**MIRStatus** Post MIR Site**SiteSize** 1.9 ha **Capacity:** 45**Type:** Greenfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

This site comprises agricultural land forming part of the Antonine Wall WHS buffer zone and also covers an area of the WHS itself. Development would be likely to have an unacceptable adverse impact on the site and setting of the WHS. There would also be a likely major adverse landscape impact from any development due to necessary site levelling.

The development of the site would require the extension of Antonine Primary School but it is far from certain as to whether this would be possible as the site is physically constrained partly due to the adjacent scheduled part of the Antonine Wall WHS.

Development of the site in conjunction with other planned development in the area would increase congestion on the local road network which is particularly congested in the AM peak due to the proximity of the two local primary schools.

This site is not considered to be appropriate for development in the 2014-2024 period.

Accessibility:

Overall Accessibility: High

High accessibility (200m) to primary school

High accessibility (400m) to local centre

Site is within reasonable walking distance of bus services.

Site is not within a reasonable walking distance of train services.

Vehicular Access:**Road Network Capacity:**

The development of this site in conjunction with other sites in the area will have an impact on the local road network and in particular the junction of Broomhill Road and Seabegs Road and the Bridge Street / Main Street junction. This part of the local road network is particularly congested in the am peak due to the proximity of the two local primary schools.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Bonnybridge WWTW - 1750

It is understood that the existing foul sewer flowing under and downstream of the site may be in a poor state of repair. 2 levels of SUDS required since low dilution.

Major Hazard Constraints:**Flood Risk/Water Quality:**

Vast majority, if not all of the site developable. FRA required to determine actual flood risk.

Watercourse runs along N boundary of site- habitat enhancement and restoration should be harnessed.

Air Quality:

Site adjacent to industrial premises.

Soil:**Education Capacity:**

Site within catchment of 4 schools all experiencing capacity pressures; Antonine and St Josephs Primaries and Denny and St Mungo's High schools. A site of this size would generate on average 11 ND primary pupils which could be difficult to accommodate at Antonine in combination with other sites, where pressures are severe with limited physical options for further growth having already extended the school. Accommodation pressures are also quite acute at St Joseph's RC primary which is programmed to be expanded in 2014-15 but it may be possible to absorb the 4 additional pupils likely to be generated by this site without developer contributions. The secondary schools have medium term accommodation pressures, and with relatively small numbers going to each, can likely be addressed through developer contributions.

Community Infrastructure:

Bonnybridge is well served by community infrastructure. This site's location means that it has high/moderate accessibility to community infrastructure 1.2km from the health centre and 0.5km from the library, community centre and sports centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy which means that provision of new open space as part of the redevelopment of the site should be a priority. The nearest open space to this site is at Broomhill Park which is adjacent to the site

Green Belt:

Not part of the green belt

Green Network:

Not part of the green network. Site is adjacent to Broomhill Park which is fit for purpose. On site provision of a playspace would be essential.

Landscape:

In Falkirk-Denny Urban Fringe LCA. Slopes NE to wetland and watercourse; agric / grazing, with industry to NW, woodland to SE, road to SW and agric land to N. Medium visual sensitivity, but high landscape sensitivity due to Antonine Wall in SE corner and site within buffer zone. Major landscape impact from any development due to necessary site levelling (which would be essential to make developable); however, assumed that any development would be unacceptable due to overriding archaeological interests.

Ecology:

Area of marsh/marshy grassland across centre of site running south-north may be of ecological value and might require retention and enhancement. Strip of woodland to the east of the site should be protected by a retained habitat buffer adjacent to it. No other apparent ecological issues.

Historic Environment:

Part of site is WHS and the remainder of the site is in the WHS buffer zone.

MIR Ref: B&B/B/13 **Site Name:** Cloybank, Banknock

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 0.9 ha **Capacity:** 10 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is not a natural extension to Banknock and the position of any development would extend to a more elevated and prominent position than the adjacent Banknock North site to the East. As such, the site is not considered to be appropriate for development in the 2014-2024 period.

Accessibility:

Overall Accessibility: Moderate
High accessibility to primary school
Moderate accessibility to a local centre
Site within reasonable walking distance of bus services.
Site not within a reasonable walking distance of a rail services.

Vehicular Access:**Road Network Capacity:**

In response to the planning application P/12/0124/PPP the Transport Planning Unit highlighted there would be little impact on the surrounding local road network due to the scale of the development, but further consultation would be required if the scale of development increased significantly.

Water/Drainage Constraints:

Carron Valley WTW - 2000
Bonnybridge WWTW - 1750

Major Hazard Constraints:**Flood Risk/Water Quality:**

No comments

Air Quality:

Development of the site would increase traffic contributing towards heightened levels of NO₂ associated with the Haggs AQMA.

Soil:**Education Capacity:**

Site lies within catchment of Bankier and St Patrick's RC primary schools and Denny High and St modan's RC secondary schools. Development of this small site on its own would not be problematic but because of cumulative impacts from other larger sites in the various school catchments a developer contribution package would be required to cope with capacity risks.

Community Infrastructure:

Banknock has a moderate level of community infrastructure, including a GP surgery, sports hall and community centre, which are located within moderate walking distance (0.6km-1.1km) of this site. The nearest library is in Bonnybridge. Banknock also has a high provision of open space overall but is lacking a full sized sports pitch. This site does however have good access to new open space planned as part of the development of the adjacent Cannerton Brickworks site.

Green Belt:

Not within a greenbelt area

Green Network:

Site forms part of the Denny component of the Green Network. No open space impact. Links into Cannerton Birkworks development desirable in order to take advantage of the new open space facilities there.

Landscape:

In Falkirk-Denny Urban Fringe LCA. Agric grazing land, with newly created woodland to S and minor road (within deep cutting) to E. Any development on site would be visible from upper part of adjacent minor road and from higher ground to S of canal / River Kelvin and S side of Banknock; site elevated and visually exposed with moderate visual effect if developed from these locations. Woodland to S on upper part of slope would partially screen in long, but site is not a natural extension to development and position of any development would extend to more elevated and prominent position than the adjacent SIRR site to the East. If developed, nevertheless, would require substantial native tree boundary planting on W, S and E boundary to ensure an appropriate landscape fit / screening.

Ecology:

No apparent ecological issues on site.

Great crested newts present nearby - if appropriate breeding or hibernation features exist on site these would have to be checked for newts, however none apparent on aerial photography.

Historic Environment:

MIR Ref: B&B/B/14 **Site Name:** Bonnybridge Hospital

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 2.7 ha **Capacity:** 50

Type: Brownfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Medium sized brownfield site of the former Bonnybridge Hospital which is now surplus to the requirements of NHS Forth Valley.

The site's proximity to the Forth and Clyde Canal would mean that any development would have to: take into account the flood risk associated with the canal; be designed to ensure the integrity of the scheduled ancient monument was retained; and retain a suitably wide buffer strip to protect the canal's ecological function. The site's proximity to two high pressure gas mains also places restrictions on the type and scale of housing which would be permissible.

Uncertainty as to whether another public use can be found for the former hospital buildings by other Community Planning partners means that this site is not identified as a housing allocation in the 2014-2024 period but it could become an option if ultimately considered surplus to public sector requirements.

Accessibility:

Overall Accessibility: High/Moderate

Moderate accessibility (900m) to primary school

Moderate accessibility (800m) to local centre

Site is within reasonable walking distance of bus services.

Site is not within a reasonable walking distance of train services.

Vehicular Access:**Road Network Capacity:**

The development of this site in conjunction with other sites in the area will have an impact on the local road network and in particular the junction of Main Street and Bridge Street.

Water/Drainage Constraints:

Carron Valley WTW - 2000
Bonnybridge WWTW - 1750

Major Hazard Constraints:

Part of site (1.86ha) is within a major hazard buffer zone. Health Centre restricted to 5000 square metres floorspace within HSE consultation zone. Housing restricted to 30 units within HSE consultation zone and 40 units/ hectare density. 0.78ha of site unconstrained.

Flood Risk/Water Quality:

Adjacent to Forth and Clyde Canal. Contact with Scottish Canals/British Waterways is recommended.

Air Quality:

No air quality, noise or odour impacts predicted.

Soil:

No land or soil impacts predicted

Education Capacity:

Site within catchment of 4 schools experiencing varying capacity pressures; Bonnybridge and St Josephs RC Primaries and Denny and St Mungo's RC High schools. A site of this size would generate on average 16 ND primary pupils which can likely be accommodated at Bonnybridge Primary. Accommodation pressures are currently quite acute at St Joseph's RC primary which is programmed to be expanded in 2014-15 but it may be possible to absorb the 6 additional pupils likely to be generated by this site without developer contributions. Both Denny High and St Mungo's RC High have medium terms capacity pressures and this site would require to make proportionate developer contributions to mitigate its share of the cumulative impact at these schools.

Community Infrastructure:

Bonnybridge is well served by community infrastructure. This site's location means that it has moderate accessibility to community infrastructure 1.5km from the health centre and 1.2km from the library, community centre and sports centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy which means that provision of new open space as part of the redevelopment of the site should be a priority. The nearest open space to this site is at Anderson Park and the Forth and Clyde Canal which are adjacent to the site

Green Belt:

Not within the greenbelt

Green Network:

Site is adjacent to the Canals component of the green network. Opportunities to provide new pedestrian links to the Forth and Clyde Canal should be investigated.

Landscape:

In Falkirk-Denny Urban fringe LCA. Flat, some boundary tree / hedge cover. Open space to W and agric land to E. Moderate visual sensitivity from adjacent road and high sensitivity from dwellings to N. If redeveloped, would be essential to retain boundary tree cover and denser tree screening to S and E to act as buffer/ screen to rural character of canal and to open countryside to E. Essential that quality landscape treatment is undertaken at A803 frontage together with appropriate building design to ensure eastern 'gateway' to settlement is visually of high amenity, and with buildings set back from road.

Ecology:

Need to retain a habitat buffer of at least 20m adjacent to the canal, including the area with existing mature trees close to the canal.

Checks for protected species (otter, water vole, etc) may be required close to the canal but these species are unlikely to occur elsewhere within the site.

No other apparent ecological issues.

Historic Environment:

Forth and Clyde Canal Scheduled Ancient Monument runs along the southern boundary of the site.

MIR Ref: B&B/B/15 **Site Name:** Thornton Gardens, Bonnybridge

Proposed Use: Residential**SiteSize**

1.2 ha

Capacity: 30**Type:** Greenfield**MIRStatus****Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

The site is naturally colonised with trees / shrubs, with small flat upper area, steep slope down to lower small flood plain area beside Bonny Water and mature trees to rear gardens of Thornton Avenue. Due to very steep landform, would not be practical to develop. This habitat forms an important part of the green corridor along the Bonny Water and should be retained. Development of this area is likely to be unacceptable in terms of its ecological impacts. As such it is not considered to be appropriate to allocate this site for development in the 2014-2024 period or any other period in the future.

Accessibility:

Overall Accessibility: High

High accessibility (600m) to primary school

High accessibility (550m) to local centre

Site is within reasonable walking distance (75m) of bus services.

Site is not within a reasonable walking distance of train services.

Vehicular Access:

Access would be taken off Thornton Gardens.

Road Network Capacity:

The development of this site in conjunction with other sites in the area will have an impact on the local road network and in particular the junction of Bridge Street & Main Street.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Bonnybridge WWTW - 1750

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Northern boundary of the site abuts the functional flood plain of the Bonny Water. Habitat enhancement and restoration should be harnessed.

FRA may have to incorporate the downstream pipe lines if it is deemed that these structures will have an impact on flood levels at the development site.

Air Quality:

None anticipated.

Soil:

Site is not prime agricultural land.

Education Capacity:

Site within catchment of 4 schools experiencing varying capacity pressures; Bonnybridge and St Josephs RC Primaries and Denny and St Mungo's RC High schools. A site of this size would generate on average 7-8 ND primary pupils which can likely be accommodated at Bonnybridge Primary. Accommodation pressures are currently quite acute at St Joseph's RC primary which is programmed to be expanded in 2014-15 but it may be possible to absorb the 3 additional pupils likely to be generated by this site without developer contributions. Both Denny High and St Mungo's RC High have medium terms capacity pressures and this site would require to make proportionate developer contributions to mitigate its share of the cumulative impact at these schools.

Community Infrastructure:

Bonnybridge is well served by community infrastructure. This site's location means that it has moderate accessibility to community infrastructure 1.2km from the health centre and 1km from the library, community centre and sports centre. Bonnybridge is served by a range of open spaces but overall the settlement does not meet the quantitative standards set out in the open space strategy. The nearest open space to this site is at the Bonny Water Corridor which is adjacent to the site.

Green Belt:

Within the greenbelt although development would not contribute towards settlement coalescence.

Green Network:

Forms part of the Bonny Water component of the green network. Potential to contribute towards improvements along the Bonny Water corridor

Landscape:

In Falkirk-Denny LCA. Naturally colonised with trees / shrubs, with small flat upper area and steep slope down to lower small flood plain areas beside Bonny Water. Mature trees to rear gardens of Thornton Avenue. Due to very steep landform, would not be practical to develop. High landscape sensitivity due to loss of trees / major change of natural landform and high visual sensitivity due to proximity of existing houses. Although a natural extension to housing, any development would result in major and unacceptable impact and any development would be physically not practicable due to landform.

Ecology:

Much of the site appears to consist of mature woodland and scrub with some areas of grassland. This habitat forms an important part of the green corridor along the Bonny Water and should be retained. Development of this area is likely to be unacceptable in terms of its ecological impacts.

Potential protected species issues - otters, bats, badgers etc.

Historic Environment:

None anticipated.

MIR Ref: GRE/B/01 **Site Name:** Greenhill Road

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 2.0 ha **Capacity:** 30 **Type:** Brownfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is a brownfield one within the village limit. There are potential noise/amenity impacts from the adjacent railway. There are also education capacity constraints. However, the key constraint to formal allocation for residential development is the likelihood of the land being required as part of the EGIP proposals.

Accessibility:

Overall Accessibility: Low

Moderate accessibility to primary school

Low/Moderate accessibility to local centre

Part of site is within reasonable walking distance of bus services.

The site is not within a reasonable walking distance of rail services.

Vehicular Access:

The site is bounded to the west, north and south by railway lines, vehicular access would, therefore, be east, to Greenhill Road. There are traffic signals on Greenhill Road north and south of the site to control vehicle movement at railway bridges and visibility to the north is limited by the embankment to the bridge. Access to this site would, therefore, be almost opposite the Greenhill Road/Reilly Road junction, which with current design guidelines would require construction of a roundabout.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

Impact on the existing infrastructure in the High Bonnybridge and Bonnybridge area. Of particular concern is the impact of the development on the junction of Main Street and Bridge Street in the centre of Bonnybridge. A Transport Assessment may be required to investigate the likely impact on the existing infrastructure

Water/Drainage Constraints:

Bonnybridge WWTW - 1750

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

There are watercourses in close proximity to the site, which could be further complicated by the presence of Network Rail trackside drainage. There are also recorded flooding events in development to the north of the site. A Flood Risk assessment could, therefore, be required.

Air Quality:

Not close to AQMA. Located between two railway lines - potential noise impacts although mitigation measures have been identified to reduce noise levels to acceptable levels.

Soil:

Site bears evidence of former industry - possible contamination.

Education Capacity:

Site within catchment of 4 schools all experiencing capacity pressures; Antonine and St Josephs Primaries and Denny and St Mungo's High schools. Although the proposed site capacity is unknown a site of this size could generate on average 10 ND primary pupils which could be difficult to accommodate at Antonine where pressures are severe with limited physical options for further growth, having already extended the school. Accommodation pressures are less acute at St Joseph's RC primary and the secondary schools and, with relatively small numbers going to each, can likely be addressed through developer contributions.

Community Infrastructure:

The community of Greenhill lies close to but is detached from Bonnybridge at a distance of approximately 2km from Bonnybridge town centre. The site lies close to an area of fair quality open space.

Green Belt:

No.

Green Network:

Not part of the strategic green network, although the site contains some regenerated scrub vegetation which could contribute to wildlife corridors associated with the adjacent railway lines.

Landscape:

In Falkirk - Denny Urban Fringe LCU. Land between railway lines, used as informal yard / storage area and partially colonised by native tree / shrub cover around edges to railway.

If developed minor-moderate landscape impact from tree loss & loss of open space; major visual impact from houses to south and house in SE corner, moderate visual impact from road & railway lines. forms natural extension of settlement if adjacent land to E developed. Essential mitigation would be to retain / replace all boundary tree cover to railway lines to S & N to ensure screening & careful treatment to the frontage of Greenhill Road.

Ecology:

No significant ecological issues apparent.

If developed would need to retain area of woodland to west of site and buffer this with additional tree and woodland edge planting, as well as retaining and enhancing tree belts adjacent to railway lines.

Historic Environment:

None.

Denny

MIR Ref: DEN/B/01 **Site Name:** Carrongrove Mill Extension, Fankerton

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 1.2 ha **Capacity:** 18

Type: Part brownfield /
part greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H17

Summary:

This site represents a small extension to the existing allocation at Carrongrove Mill. As such the pace of development will be dependent on the build out of the adjacent site, which has planning consent (although the red line boundary for consented development includes this site). Its impact on school capacity will be relatively small on an improved Denny Primary School which should already have received investment to enhance capacity. Careful site design is needed to mitigate any landscape impacts on the existing woodland, which forms a link in the Upper Carron green corridor, and should avoid any encroachment on areas at flood risk.

Accessibility:

Overall Accessibility: Low

Low accessibility to local primary school

Low accessibility to nearest local centre (Denny TC)

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

The proposed development site is remote from a public road. A developer would require to demonstrate right of access to a public road from the proposed development site and their proposed access point to the public road network for comment.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

Additional mitigation may be required as a result of this expansion in particular junctions on Nethermain Road. This site should also make a contribution to the Denny Eastern Access Road.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

Hydraulic issue in the Stoneywood area.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - the site is immediately adjacent to the River Carron. There is a pond within the site, for which there will be connecting inlets and outlets. A Flood Risk Assessment would be required for development proposals on this site notwithstanding a previous FRA having been carried out for committed site to east, which SEPA accepted. (Comments provided 08/0296/FUL)

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Water Quality - Development at this site should improve the quality of the burn that runs around the SE periphery of the site i.e. presumption against culverting and opportunities to de-culvert this burn/deliver habitat restoration should be harnessed.

Air Quality:

Not in AQMA; increase in noise and deterioration in air quality likely to be negligible given relatively small size of site. No odour sources.

Soil:

No rare soils present and land not of prime agricultural quality, currently covered by scrub woodland.

Education Capacity:

Site is within catchments of Denny Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). The site would generate 7-8 pupils which could be accommodated. However Denny Primary will require to be extended as a result of other committed site developments in Denny so a cumulative impact contribution will likely be required from this site. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, though both are located over 2kms away near Denny Town Centre. Denny also has a relatively high provision of open space overall, although this site is in an area of deficiency and currently only has reasonable access to semi-natural open space. This may change with the development of the neighbouring Carrongrove Mill site but on-site provision of, at minimum, children's playspace will be required

Green Belt:

No.

Green Network:

Site is part of the Upper Carron green corridor and includes habitats that contribute to the corridor.

Landscape:

In Middle Carron LCU. Former industrial / hardstanding colonised by native tree / shrub cover; flat with steep slopes N to R. Carron. . If developed, moderate to low landscape impact. Visual impact high from existing paths on N side of river, but otherwise screened. Natural extension to settlement assuming adjacent site approved. Essential mitigation would involve retention of boundary tree cover and ensure appropriate buffer to River Carron valley (but note any biodiversity constraints).

Area well wooded and could provide recreational resource for existing development site and wider Fankerton area

Ecology:

All woodland and areas of rough grassland within the woodland areas are of ecological value and should be retained. This will have a significant impact on the developable area and may impact on access to the site.

A significant habitat buffer must be retained and enhanced adjacent to the river, to protect the river and the SSSI north of the river.

Otters are known to occur along the river. Survey and protection measures would be required. Other protected species, particularly badgers and bats, are likely to occur.

Historic Environment:

None.

MIR Ref: DEN/B/02 **Site Name:** Broad Street Extension, Denny

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Preferred Site (2014-2024)

SiteSize 10.9 ha **Capacity:** 130 **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: M05

Summary:

The site forms a large extension to the adjacent committed Broad St site, allowing urban expansion of 'white land' up to the green belt boundary. As such its development phasing will be linked to the build out of that site. It offers potential for a more satisfactory place-making solution to the mix of land uses than the Broad Street site alone. Its development would continue the broad direction of growth for Denny favoured by the current Structure Plan. The site has moderate accessibility to community infrastructure and services and its impact on primary school capacity should be carefully controlled through appropriate phasing and developer contributions. Layout and design should avoid the area of prime agricultural land and the area at risk of flooding in the north-east corner of the site, and mitigate any impacts on protected species habitats close to the River Carron.

Accessibility:

Overall Accessibility: Low/Moderate

Moderate accessibility to local primary school

Moderate accessibility to nearest local centre (Denny TC)

The site is not within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access could be from the A883, which is, at present, subject to the national speed limit and access would require to be designed accordingly. A developer would require to submit access proposals for comment.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

This allocation will have a significant impact on the surrounding road network and in particular Denny Cross. This site will also have to contribute to the Denny Eastern Access Road.

A Transport Assessment will be required by this development to identify the impact

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from the Carron and small watercourses as the north of the site is on the boundary of SEPA's indicated 1 in 200 year flood level for the River Carron and is low lying. Spot heights indicate that the site would preferentially flood compared to the opposite bank. Consideration should also be given to the backing up potential on the site from the small watercourses if the Carron is in spate

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Water Quality - Adjacent pub and caravan site currently on private sewage system - opportunity to connect this development to foul sewer associated with new development. Receiving watercourse - WB 4201 - River Carron (Avon Burn to Bonny Water confluences) under pressure from point source sewage - connecting these private developments up would help reduce phosphorus load on WB.

Air Quality:

Not in AQMA. The southern part of the site will be affected by noise and poorer air quality from traffic on the A883 and will itself generate an increase in such impacts locally. Some risk of odour impacts from Denny WWTW.

Soil:

No rare soils present but a small portion of the site at its north-east corner comes within the class 3/1 category of Prime Agricultural land

Education Capacity:

Site is within catchments of Denny Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Denny Primary will require extending as a result of other committed site developments but a cumulative impact contribution will likely be required from this site, which could generate 37 pupils. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, which are located within moderate walking distance (c1000m) of this site. Denny also has a relatively high provision of open space overall, and this site has excellent access to recreational open space at Herbertshire playing fields. Access to parks and playspace is not as good and on site provision of these will be required. This position may alter with the development of the neighbouring Broad St site.

Green Belt:

No.

Green Network:

Site forms part of the Upper Carron green corridor. Together with the adjacent committed Broad Street site there are opportunities for habitat and access enhancement.

Landscape:

In Falkirk - Denny Urban Fringe LCU. Rough grazing, poorly drained, flat / gently N sloping. Landscape impact minor if developed. Visual impact major from chalet park to E, moderate visual impact from school & adjacent road and from open higher ground to N (distantly visible from farm & scattered dwellings to N). Site currently detached from settlement, but could be a natural extension if adjacent area developed. Essential mitigation would involve structure planting along N, E & W side, tree retention and road frontage treatment; essential to retain tree & native shrub cover at road frontage in particular to retain rural character.

Ecology:

No significant ecological issues apparent within majority of site.

Potential protected species issues (particularly otter & badger) - mitigation should be possible, following best practice survey and impact assessment.

Potential impact on mature hedges and adjacent river/watercourses - mitigation possible (including a buffer retained adjacent to the river).

Historic Environment:

None.

Proposed Use: Residential**MIRStatus** Preferred Site (2014-2024)**SiteSize** 11.6 ha **Capacity:** 250**Type:** Greenfield**Proposed Plan Status** Allocated**Proposed Plan Ref:** H16**Summary:**

The site forms a large extension to the adjacent committed Mydub 1 site. As such its development phasing will be linked to the build out of that site and in particular to the completion of the DEAR road, as the site is dependent on that road's existence for access. The site's development would continue the broad direction of growth for Denny favoured by the current Structure Plan. The site has medium accessibility to community infrastructure and services. The site's development would have a significant impact on primary school capacity and will require phasing towards the latter half of the LDP period, and the consideration of further capacity enhancements or rezoning of primary school catchments to be accommodated. Development would have a relatively low impact on landscape and site layout and design should take careful account of flood risk and potential protected species habitats around the Little Denny Burn and the presence of prime agricultural land on the western fringes.

Accessibility:

Overall Accessibility: Low/Moderate

Low/Moderate accessibility to local primary school

Moderate accessibility to nearest local centre (Denny TC), although high/moderate to Sainsbury

The site is not within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Access to this site would be from the Denny Eastern Access Road (DEAR) and this would be by roundabout. Vehicular access would, therefore, be dependent on DEAR being in place. There would be no access to DEAR from this site, other than via the roundabout.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The development will impact on the surrounding road network and in particular Denny Cross. This site will also have to contribute to the Denny Eastern Access Road. The route of the DEAR will also limit the area available for development.

Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Vast majority of the site is developable. A basic FRA (topographic information the first instance) with development layout plan will be required at a planning stage to assess risk of flooding.

There are watercourses within and adjacent to the proposed site, with flooding indicated in the western corner of the site i.e. flood plain.

There could also be culverted watercourses within the development site. A flood risk assessment would be required.

Water Quality - Little Denny Burn runs through northern periphery of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not in AQMA. The site will be affected by noise and air quality impacts from traffic on the DEAR and will itself contribute to those impacts in the locality. No likely odour impacts.

Soil:

No rare soils present; a strip of land on the western side of the site is in class 3/1 prime quality.

Education Capacity:

Site is within catchments of Denny Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Denny Primary will require extending as a result of other committed site developments. This site would generate c.62 pupils which is equivalent to 2-3 primary classes and the school may require further extension to accommodate this level of extra pupils. As a minimum a cumulative impact contribution will likely be required from this site. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, which are located within moderate to low walking distance (between 800 and 1600m) of this site. Denny also has a relatively high provision of open space overall, and this site has excellent access to recreational open space at Herbertshire playing fields. Access to parks and playspace is not as good and on-site provision of these will be required. This assessment may alter with the development of the neighbouring allocated Mydub 1 site.

Green Belt:

No.

Green Network:

Site is not part of the strategic green network, but the adjacent Herbertshire Park is an important local green corridor connecting the centre of Denny to Chacefield Wood and the Upper Carron corridors through Denny. The adjacent Little Denny Burn is also an important local corridor feature. Significant potential within and adjacent to the site to enhance these local features and connections

Landscape:

In Falkirk - Denny Urban Fringe LCU. Agricultural land, north sloping with boundary trees.

If developed, low - moderate landscape impact; major visual impact from existing houses to NW and from allocated site to W; moderate visual impact from playing fields. Would form a rounding off of settlement, but essential mitigation would be to retain tree cover, tree groups and provide additional structure planting to N, E & S to act as buffer to open countryside and to complement existing tree cover.

Ecology:

No significant ecological issues apparent within most of the site.

Potential protected species issues (especially otter and badger). Mitigation likely to be possible although this may entail retaining a significant habitat corridor around the Little Denny Burn & any smaller watercourse where otter activity is identified.

Potential significant ecological impacts on burn - can be mitigated (this would involve retention of a significant habitat corridor adjacent to the burn).

Historic Environment:

None.

MIR Ref: DEN/B/04 **Site Name:** Northfield Road, Dunipace

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 3.8 ha **Capacity:** 65

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

While the site is reasonably accessible to local community infrastructure and services and occupies low grade land within the urban limit the whole area is susceptible to 1:200 flood risk from the Avon Burn on the northern boundary and its tributary on the southern boundary of the site. As there are other sites with more favourable characteristics for development within Denny/Dunipace the principles of national advice on flood risk on greenfield sites have been applied and this site is not being taken forward for development.

Accessibility:

Overall Accessibility: Moderate

High accessibility to local primary school

Low accessibility to nearest centre (Denny TC), although high/moderate to local shops in Dunipace.

Part of the site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This site has been through a planning appeal process. Access would be via Northfield Road/Barnego Road and there are comments from the Transport Planning Unit on this route.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

Access is taken from the existing residential area that has on-street parking and the increase in traffic flows may be an issue as a result. If this site is allocated a contribution will be required to DEAR.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - All of the site is shown to be within SEPA's flood risk map. As it is greenfield (no development allowed on floodplain) unlikely any of the site is developable. SEPA recommend site is not developed.

A flood risk assessment would be required. The site is on a flood plain between two watercourses, with the limitations this introduces i.e. loss of storage and compensatory storage.

Water Quality - Unnamed tributary looks to be modified - opportunities to deliver habitat restoration should be harnessed. Possible request for developer contribution to remove redundant weir on NE side of site.

Air Quality:

No AQMA. Development would add marginally to traffic related air quality and noise impacts in the locality. Noise from M80 motorway would impact on site. No odour impacts.

Soil:

No rare soils; not prime quality land

Education Capacity:

Site is within the catchments of Dunipace Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Dunipace Primary has a low risk of capacity pressures based on current commitments but with new proposals this risk would increase. Potential development of this site would generate c. 16 pupils which could trigger the need for extension to the school which would be developer funded. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Dunipace has a relatively low level of community infrastructure, and relies on the use of facilities in and around Denny Town Centre, including a health centre and sports centre, which are located around 1.3kms from this site. Dunipace has a relatively high provision of open space overall, and this site has excellent access to semi-natural greenspace and relatively good access to a public park with play and recreation space at Herbertshire Castle Park. Nevertheless a site of this size will require to provide open space facilities on site.

Green Belt:

No.

Green Network:

Site is part of the riparian corridor of the Avon Burn which is important for access, habitat and flood management, and connects into the Upper Carron green corridor.

Landscape:

Middle Carron LCU. Rough ungrazed land, flat & poorly drained. Bounded by motorway & woodland, with power lines through site.

Landscape impact moderate if developed, but enclosed. Visual impact, if developed, would be major from existing houses to S & moderate from motorway. Essential mitigation required to reinforce boundary planting to motorway and retain all boundary trees within site boundary.

Ecology:

Significant ecological impacts are likely and could not be sufficiently mitigated.

Protected species - spawning salmon within Avon Burn. Potentially otter. Mitigation of impacts on these would require retention of a very significant proportion of the site.

Watercourses - the watercourses to the north and south of this site would be significantly impacted by development. In addition the floodplain which currently links these burns across the site would be lost, further impacting on the ecological value of the watercourses themselves.

Potential for badger and bats within adjacent woodland.

Habitat - neutral grassland, burns, trees and scrub. All ecologically valuable. Impacts from development could not be appropriately mitigated within this small and relatively isolated site.

Floodplain habitat - development of floodplain would have a significant impact on ecologically important features/habitat/species. Suitable mitigation not possible.

Historic Environment:

None.

MIR Ref: DEN/B/05 **Site Name:** Rosebank, Dunipace

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 6.5 ha **Capacity:** 110 **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H22

Summary:

This site forms an initial phase of a potential major expansion north of Dunipace. The site is currently used for arable cropping and the land is classified as prime quality. It has medium levels of accessibility to local services and community infrastructure but its development may require expanded capacity at Dunipace Primary School. There are landscape sensitivities associated with the more elevated eastern parts of the site and development would need to be carefully controlled through a masterplan, with suitable landscape structure and mitigation.

Accessibility:

Overall Accessibility: Moderate

High /moderate accessibility to local primary school

Moderate/Low accessibility to nearest centre (Denny TC), although high/moderate to local shops in Dunipace.

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This site could possibly be linked with DEN/B/10, with access from the A872 designed to DMRB requirements, including spacing in relation to other junctions.

A flood risk assessment for the receiving watercourse could be required.

Road Network Capacity:

If this site is allocated it will have an impact on the surrounding road network and in particular Denny Cross. This site will also have to contribute to the Denny Eastern Access Road.

A Transport Assessment may be required if this site is allocated along with DEN/B/10 the adjacent site to investigate the cumulative impact of both sites.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no immediate issues. No water supply issues either.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

Pipeline zone passes close to northern end of site.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk, although a flood risk assessment for the receiving watercourse could be required.

Water Quality -No concerns.

Air Quality:

Not in AQMA. Development would add marginally to traffic related air quality and noise impacts in the locality

Soil:

No rare soils but whole site is class 3/1 Prime Quality

Education Capacity:

Site is within the catchments of Dunipace Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling).

Dunipace Primary has a low risk of capacity pressures based on current commitments but with new proposals this risk would increase.

Potential development of this site would generate c. 25-30 pupils which could trigger the need for an extension to the school which would require to be developer funded. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Dunipace has a relatively low level of community infrastructure, and relies on the use of facilities in and around Denny Town Centre, including a health centre and sports centre, which are located around 1.4kms from this site. Dunipace has a relatively high provision of open space overall, and this site has good access to semi-natural greenspace and recreation space at Herbertshire Castle Park. However

access to play facilities is poor and a site of this size will require to provide a range of open space facilities on site.

Green Belt:

No.

Green Network:

Site is not part of the strategic green network, although core path runs along the eastern side of the site which connects northwards to Wellsfield. Site includes woodland which should be retained and enhanced.

Landscape:

East Touch Fringe LCU. Arable land, sloping W, with upper area elevated with right of way through woodland at top of slope. Major landscape sensitivity if developed due to elevated landform on eastern part of site. Visual impact would be major from existing houses to W and to S (on E side of road). Also major visual impact from RoW through woodland on higher ground to E. Moderate impact from road. Only lower site adjacent to main road acceptable for development in terms of landscape impact - not slopes or higher ground & some potential to round off on E side of road.

If lower part was developed, significant structure planting requires on N, E, & S boundary, plus appropriate road frontage treatment; also essential that NW corner adjacent to road is given sensitive treatment to form gateway feature to settlement.

Ecology:

No significant ecological issues apparent within main site.

Development might impact on the adjacent woodland/mature trees. Mitigation possible with appropriate habitat buffer between development and trees.

Potential badger activity - mitigation likely to be possible.

Historic Environment:

None.

MIR Ref: DEN/B/06 **Site Name:** Drove Loan, Head of Muir

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 2.0 ha **Capacity:** 25

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site occupies prime agricultural land although it currently forms a scrub landscape adjacent to Chacefield Wood, providing habitat for wildlife. The site has relatively low accessibility to services and community infrastructure. The site lies in the Denny-Bonnybridge green belt and its development would impact on the green belt's function to separate Denny and Bonnybridge, notwithstanding the site area has been reduced since its status was considered at the Falkirk Council Local Plan Inquiry. It does not constitute a logical extension to the urban area. There are other more centrally located opportunities for growth in the Denny area which do not impact on the green belt.

Accessibility:

Overall Accessibility: Low/Moderate

Moderate accessibility to local primary school

Low accessibility to nearest centre (Denny TC)

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access to the proposed development site would be from Drove Loan. Drove Loan is of limited width, with limited footway provision. Footway provision and carriageway provision to the frontage of the development site would require to be upgraded.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

This site will impact on the surrounding road network and in particular Denny Cross. This site will have to contribute to the Denny Eastern Access Road.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Bonnybridge WWTW which has 1750 units of spare capacity, so no issues from this site individually although cumulative impact of other sites in catchment could be significant. No water supply issues either.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

There is a watercourse in close proximity to the north east corner of the proposed development site, therefore, a Flood Risk Assessment would be requested.

Water Quality - No concerns

Air Quality:

Not in AQMA. Site would generate negligible air quality and noise issues. No odour issues.

Soil:

No rare soils. Land is all within class 3/1 prime quality agricultural land

Education Capacity:

Site is within catchments of Head of Muir Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Head of Muir Primary will require extending as a result of other committed site developments but a cumulative impact contribution will likely be required from this site, which will generate around 6 pupils. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Head of Muir has a relatively low level of community infrastructure, although does have a community centre as well as the school. Higher order community infrastructure is in Bonnybridge or Denny, 1.2km and 1.7km distant respectively. Head of Muir has a relatively high provision of open space overall, and this site has excellent access to semi-natural greenspace at Chacefield Wood and relatively good access to recreation space at Hay Park. Nevertheless the site will require to provide open space facilities on site.

Green Belt:

Site is located within the Denny-Bonnybridge green belt, and contributes to the function of the green belt in this location through helping to maintain the separation of the two settlements, and protecting the landscape setting of Denny.

Green Network:

Site is adjacent to Chacefield Wood which is part of the east-west green corridor through Denny. Core path along eastern side of site connects Drove Loan into Chacefield Wood.

Landscape:

In Falkirk-Denny Urban Fringe. Flat, colonised by native tree / shrub growth, partially removed. If developed, landscape impact moderate, due to loss of part of woodland area to housing. Visual impacts major from existing houses to W, moderate from adjacent road and moderate to minor from open land to S. Site not a natural extension to urban limit to E. However, if developed, essential mitigation would be treatment of E boundary with structure planting / screening and sensitive treatment of Drove Loan frontage; also essential to retain existing boundary trees within site.

Ecology:

Impacts on features of ecological value likely. Sufficient mitigation not considered possible.

Despite recent felling the site provides valuable unimproved grassland and scrub habitat with a small number of mature trees retained.

Likely to be of importance for breeding bird species and species associated with neutral grassland.

Site provides a valuable buffer and extension to Chacefield woods, increasing its ecological importance. Ecological impacts on Chacefield woods are likely - mitigation would require retention of a significant habitat buffer adjacent to the woods.

Potential protected species issues (particularly bats & badger foraging).

Given the relatively small size of this site, it seems unlikely that suitable mitigation of ecological impacts could be achieved.

Note: Large stand of Japanese Knotweed to south of ruin.

Historic Environment:

None.

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 2.0 ha **Capacity:** potential 30 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site forms a major extension to small Local Plan allocation in the open countryside. A large proportion of the undeveloped site area is rated as class 3/1 prime quality agricultural land and is partly affected by flood risk. The site has poor accessibility to services and community infrastructure. Overall the site does not form a sustainable location for further development.

Accessibility:

Overall Accessibility: Low

Moderate/Low accessibility to local primary school

Low accessibility to nearest centre (Denny TC)

The site is not within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access to the site would be from Denovan Road, a rural road of limited width and visibility, with no footway provision. The road in the immediate vicinity of the development site may require to be upgraded.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

The site would have an impact on Denny Cross, should this be allocated a contribution towards DEAR should be sought.

Water/Drainage Constraints:

Carron Valley WTW - 2000

The site is within the catchment of Denny WWTW but may well not be connected to the public sewer, which would represent a constraint to development.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from the small watercourse. FRA should include an assessment of the impact of culvert. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69). Majority of site will be developable.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Water Quality - Connection to foul sewer a requirement with existing houses also connected in. Opportunity to de-culvert Denovan Burn that flows through the site and deliver habitat restoration as part of development.

Air Quality:

Not in AQMA. The site would generate negligible air quality and noise impacts.

Soil:

No rare soils. Around half of the site lies within class 3/1 prime quality land

Education Capacity:

Site is within the catchments of Dunipace Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Dunipace Primary is close to capacity. Potential development of this site would generate c.7 pupils so it may require to make a cumulative impact developer contribution. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

The site is in the countryside and has no community infrastructure nearby. The only reasonable accessible greenspace is the semi-natural green corridor of the River Carron; all other open space facilities are within Dunipace, outwith the accessibility standards.

Green Belt:

No.

Green Network:

The site is adjacent to the Upper Carron green corridor. There are tree belts adjacent to the site to the east along Denovan Road, and to the north. Potential for planting to extend/connect these features.

Landscape:

In East Touch Fringe LCU. Farm / storage buildings / new houses & excavated site with changed levels. If developed, landscape impact would be minor and potentially positive; visual impact major from houses within site, moderate from road to E.. Site not a natural extension to any settlement, but if developed further, sensitive landscape treatment & screen planting on external boundaries would be essential.

Ecology:

No significant ecological issues apparent within site.

Difficult to assess potential ecological value and likely presence of protected species. Careful checks for protected species (e.g. bats, badgers, barn owls) would be required but if present mitigation is likely to be possible.

Potential impacts on small watercourse within site (indicated on map but condition unclear). Usual assessment of quality and impacts would be required. Mitigation should be possible.

Historic Environment:

The farmhouse at Denovan Mains is B-listed. HS comments that there may be potential for mitigation of impacts on the building, curtilage and its setting through retention of listed elements and sensitive design.

MIR Ref: DEN/B/08 **Site Name:** Broad Street South

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.7 ha **Capacity:** Unknown **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

While the site is adjacent to, but outside, the current urban limit, it has a sensitive location beside the cemetery and its development could also disturb protected species. It is subject to surface water accumulations which suggest drainage may be an issue. Its role as a green buffer to the cemetery should be maintained. Site is not considered suitable for allocation, particularly for economic development uses which can be more appropriately located in existing business areas in Denny.

Accessibility:

Overall Accessibility: High/Moderate

Moderate accessibility to local primary school

High accessibility to nearest centre (Denny TC)

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access to the proposed development site could be from the A883, or DEAR at the roundabout serving Denny High School. Access would require to be designed accordingly.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application

Road Network Capacity:

This allocation will have a significant impact on the surrounding road network and in particular Denny Cross. This site will also have to contribute to the Denny Eastern Access Road.

A Transport Assessment will be required for this development to identify the impact.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

The site is subject to accumulation of surface water flooding as there is surface water drainage infrastructure in the north west of the proposed site. A Flood Risk Assessment would be requested.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage

requirements could also influence proposals for development of this site.

Water Quality - No concerns

Air Quality:

Some noise impacts from nearby A883 road; possible odour impacts from Denny WWTW when wind blows from north; no proximity to AQMA. Site is small so impact on air quality of increased traffic likely to be minimal, although site may suffer from poorer air quality associated with A road.

Soil:

Land in agricultural use as pasture. Not prime quality land. Soil type unknown.

Education Capacity:

Site is within catchments of Denny Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Denny Primary will require extending as a result of other committed site developments but a cumulative impact contribution will likely be required from this site which would generate c.5 pupils. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, which are located within moderate walking distance (c1000m) of this site. Denny also has a relatively high provision of open space overall, and this site has excellent access to recreational open space at Herbertshire playing fields. Access to parks and playspace is less good and on site provision of these will be required. This position may alter with the development of the neighbouring Broad St site.

Green Belt:

No.

Green Network:

Not part of the strategic green network but forms part of a wedge of greenspace formed by Herbertshire Park and the cemetery which is important locally.

Landscape:

In Falkirk-Denny Urban Fringe. Grazing land adjacent to school and cemetery, with varied topography (part in hollow) & minor slope to N. Moderate landscape impact if developed - site sensitive due to location. Moderate visual impact from road, school entrance and cemetery if developed. Structure / buffer planting required on cemetery / road / school boundaries. Site boundary defined by cemetery to SE and school to W; therefore considered as natural extension to settlement in future.

Ecology:

No significant ecological issues apparent within site.

Potential badger foraging activity and movement through site (sett within cemetery) - mitigation possible.

Historic Environment:

None.

MIR Ref: DEN/B/10 **Site Name:** Rosebank East, Dunipace

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 13.0 ha **Capacity:** 325

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

This site forms the larger part of a potential major expansion north of Dunipace. The site is currently used predominantly for livestock grazing and around 40% is classified as prime quality agricultural land. It has a moderate level of accessibility to local services and community infrastructure, but its development would require expanded capacity at Dunipace Primary School. The location may be appropriate for longer term expansion but the site is not preferred for development during the 2014-2024 period.

Accessibility:

Overall Accessibility: Moderate

High/Moderate accessibility to local primary school

Low/Moderate accessibility to nearest centre (Denny TC), although accessibility to local shops in Dunipace is high/moderate.

Part of the site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

To comply with DGCS this site would require two accesses (Paragraph 4.1.2 in the current DGCS).

Access to Denovan Road would be subject to achieving visibility provision appropriate to vehicle speed on Denovan Road. The site frontage to Denovan Road may also require to be upgraded to provide lighting and footways. Denovan Road, for most of its length, is a rural road of restricted width, with no footway, or lighting provision. A TA may identify sections of this road requiring to be upgraded.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application. There could also be a link to DEN/B/05.

Road Network Capacity:

If this site is allocated it will have an impact on the surrounding road network and in particular Denny Cross. This site will also have to contribute to the Denny Eastern Access Road. A Transport Assessment may be required if this site is allocated along with the adjacent site DEN/B/05 to investigate the cumulative impact of both sites.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A number of small watercourses are located within or adjacent to site which look to be culverted within development site; therefore, a flood risk assessment would be required. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69). Majority of site developable.

Water Quality - Denovan Cottages and Bankend Farm adjacent to southern end of site which are currently on private sewage system - opportunity to connect existing development to foul sewer associated with new development. Downstream WB 4201 - River Carron (Avon Burn to Bonny Water confluences) under pressure from point source sewage - connecting these private development up would help reduce load on WB.

Air Quality:

No odour impacts; no proximity to AQMA. Site is large so impact on air quality and from noise from increased traffic possibly significant.

Soil:

Site in agricultural use for pasture - approx 40% in north-west quadrant is MacAuley class 3/1 so is prime. Soil type unknown. No known contamination issues

Education Capacity:

Site is within the catchments of Dunipace Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Dunipace Primary has a low risk of capacity pressures based on current commitments but with new proposals this risk would increase. Potential development of this site would generate c. 80 pupils which would trigger the need for a major extension to the school which would be developer funded. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Dunipace has a relatively low level of community infrastructure, and relies on the use of facilities in and around Denny Town Centre, including a health centre and sports centre, which are located around 1.4kms from this site. Dunipace has a relatively high provision of open space overall, and this site has excellent access to semi-natural greenspace and relatively good access to a public park with play and recreation space at Herbertshire Castle Park. Nevertheless a site of this size will require to provide open space facilities on site.

Green Belt:

No.

Green Network:

The site lies adjacent to the Upper Carron green corridor. Given its scale there would be good potential to for habitat and access enhancement as part of any development

Landscape:

East Touch Fringe LCU. Agricultural arable / grazing land, flat / gently sloping with hedge / wall boundaries & tree groups. Right of Way in N part. Landscape impacts if fully developed would be major due to scale, but moderate if in part. Visual impacts major from dwellings to S & W and from RoW to N. Visual impact from roads to S & W moderate. Only lower western & southern part of site a natural extension to urban limit. Even if these areas developed, mitigation required would be major structure planting on N & E edges to define settlement, retention of trees within site and stone walls and sensitive treatment to road frontages. Eastern gateway planting treatment to settlement also important as well as buffer tree planting to existing dwellings to W. Low density development essential on edge of settlement.

Ecology:

No significant ecological issues apparent within site.

Potential impact on hedgerows, small watercourses, scattered scrub/trees. Mitigation possible.

Protected species - small watercourses would need to be checked for otter, given proximity to River Carron and Avon Burn. If present mitigation should be possible given the large size of the site.

Historic Environment:

None.

MIR Ref: DEN/B/11 **Site Name:** Carronbank Crescent, Denny

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.8 ha **Capacity:** c.40

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is relatively well located for accessibility to services, being close to Denny Town Centre and adjacent to St Patrick's RC primary school. However a large proportion of it lies in the 1:200 flood risk zone of the River Carron and the site is an important part of the Upper Carron green corridor, so it is not considered appropriate for development.

Accessibility:

Overall Accessibility: High/Moderate

High/Moderate accessibility to local primary school

High accessibility to nearest centre (Denny TC)

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

The following improvements to accessibility will be required:

Links to existing pedestrian and cycling facilities will be required including new facilities if required.

Vehicular Access:

Flood constraints indicate site unsuitable for development, so no comments on vehicular access provided.

Road Network Capacity:

All sites within the Denny and Dunipace area will have an impact on Denny Cross.

A contribution will be required towards DEAR.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Half of the site shown to be at risk of flooding. Recommend removal or alteration in site boundary to reflect potential flood risk. A FRA will be required if proposing to alter site boundary. This site is a flood alleviation area and should not be developed.

Water Quality - No concerns

Air Quality:

No noise or odour impacts; no proximity to AQMA. Site is small so impact on air quality of increased traffic likely to be minimal.

Soil:

Site is a semi natural open space, so not prime agricultural land and no known contamination issues. No carbon rich soils.

Education Capacity:

Site is within catchments of Denny Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Denny Primary will require extending as a result of other committed site developments but a cumulative impact contribution will likely be required from this site (reduced site of 20 units would generate 5 pupils). St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, which are located within good to moderate walking distance (at most 900m) of this site. Denny also has a relatively high provision of open space overall, and this site is adjacent to the Denny-Dunipace green corridor and has good access to recreational open space at Herbertshire Castle Park. It also has good access to playspace located near Denny Co-op (c275m) but on site provision of a play area will be required.

Green Belt:

No.

Green Network:

Important part of the Upper Carron green corridor, particularly with regard to flood attenuation and management, access (strategic core path run along northern and eastern boundaries), and ecological potential (woodland belt to west). Also provides informal, semi-natural open space.

Landscape:

Falkirk- Denny Urban Fringe LCU. Flat, poorly drained unused field, surrounded by tree belts & housing to S. If developed, landscape impact moderate; visual impact from housing to S major, from school to W moderate and from paths at boundary major. Site would be a natural extension to / within urban area (but drainage problems). Essential mitigation if developed would be retention of all trees on boundaries within site and need to ensure additional structure planting with open space within the site with links to external paths.

Ecology:

Site is potentially of ecological value (more detailed assessment required. Potentially qualifies for SINC designation.). Habitat - species indicative of neutral grassland with reasonable species diversity. (Assessed in April - further assessment required.) This site is a valuable area of open grassland habitat linking to the River Carron Corridor and buffered to the northeast by a maturing strip of broadleaved woodland and to the southwest by recently planted woodland. It offers an important extension of the river corridor which is constricted through much of Denny. Additional habitat provided by swale through site. LBAP species - bullfinch present during site visit. Clear recreational use by local people with paths through site linking housing to path along River Carron. Mitigation of impacts within the site would be difficult given its relatively small size and isolated nature.

Historic Environment:

None.

MIR Ref: DEN/B/12 **Site Name:** Nethermain Road/Blaefaulds Crescent, Denny

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 1.0 ha **Capacity:** 20

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is currently an area of partly wooded open space and could make a contribution to urban infill development and possibly be utilised for affordable housing, given its ownership by the Council. It has reasonably good accessibility to services and community infrastructure (adjacent to Nethermain Primary School). Its development would require deculverting of Little Denny Burn which bisects the site, which SEPA has recommended against, and given the site's role within the local green network, on balance, it is not considered appropriate for taking forward as an allocated site.

Accessibility:

Overall Accessibility: High/Moderate
High accessibility to local primary school
Moderate accessibility to nearest centre (Denny TC)
The site is within reasonable walking distance of bus services
The site is not within reasonable walking distance of rail services

Vehicular Access:

Only after the developable area of this site has been confirmed would comment relating to the provision of access and roads be provided. Access can only be considered when services have been located e.g. watercourse in culvert runs through this site

Road Network Capacity:

A contribution will be required to DEAR.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from Little Denny Burn watercourse which is culverted through the site. FRA should include an assessment of the impact of culvert. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69). Majority of site could be developable though precise area still to be confirmed.

Water Quality - Little Denny Burn is culverted through the site. Options to de-culvert this burn to be fully investigated.

Air Quality:

No noise or odour impacts; no proximity to AQMA. Site is small so impact on air quality of increased traffic likely to be minimal.

Soil:

Site is urban open space, so not prime agricultural land and no contamination issues. No carbon rich soils.

Education Capacity:

Site is within catchments of Nethermains Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Nethermains Primary has no capacity risk currently but will reach capacity in the longer term when the old Denny High School site is developed, so a cumulative impact contribution may be required from this site (generating 5 children). St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High, so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, though both are located about 1km away near Denny Town Centre. Denny also has a relatively high provision of open space overall, although this site is in an area of deficiency and currently only has reasonable access to semi-natural open space at Myothill. A play area on Nethermains Rd is just over 400m away so on site provision of, at minimum, a children's playspace will be required.

Green Belt:

No.

Green Network:

Area of urban open space where Little Denny Burn has been culverted, with tree belts around the edge. Opportunity to extend the green network into urban Denny along the burn. Development of this site coupled with the deculverting of the Little Denny Burn could have positive effects, although there would be some loss of open space.

Landscape:

Falkirk-Denny Urban Fringe LCU. Maintained open space with woodland blocks between housing & public road with varied topography. Landscape impacts if developed would be major from loss of open space and amenity planted tree blocks; visual impact would be major from adjacent housing and paths through the site & moderate from school and adjacent road. Although within urban limit, overriding landscape issues with loss of tree cover & open space and therefore not acceptable on landscape grounds.

Ecology:

Ecological impacts likely. Appropriate mitigation will significantly restrict the area available for development.

Significant broadleaved plantation woodland present within the site, although likely to be of limited ecological value.

Little Denny Burn corridor - the burn is culverted through the site, reducing its current ecological value significantly. However the woodland and grassland habitat within the site currently offer some connectivity between either end of the culvert, allowing for some species movement along the burn corridor.

Deculverting of the burn would be a positive enhancement. However a significant habitat buffer would have to be retained either side of the burn to ensure it formed an effective habitat corridor and to mitigate for the loss of grassland and woodland. This would significantly restrict the area available for development.

Historic Environment:

None.

MIR Ref: DEN/B/13 **Site Name:** Castle Crescent, Denny

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 0.8 ha **Capacity:** 18 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is currently an area of open space and has the potential to contribute to urban infill development and possibly be utilised for affordable housing, given its ownership by the Council. It also has good accessibility to services and community infrastructure. However, with its location close to two watercourses it forms a key part of the green/blue network. As the majority of the site is at risk of flooding, applying the precautionary principle to greenfield sites, it will not be taken forward as a development site.

Accessibility:

Overall Accessibility: High
 High accessibility to local primary school
 High accessibility to nearest centre (Denny TC)
 The site is within reasonable walking distance of bus services
 The site is not within reasonable walking distance of rail services

Vehicular Access:

Road Network Capacity:

All allocations within the Denny and Dunipace area will have an impact on Denny Cross.
 A contribution towards DEAR will be required.

Water/Drainage Constraints:

Carron Valley WTW - 2000
 Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Virtually all of the site shown to be at risk of flooding within 1 in 200 year flood plain for the River Carron and Castlerankine Burn. SEPA recommend this site is not developed.

Water Quality - Opportunities to deliver habitat restoration should be harnessed. Possible request for developer contribution to remove redundant weirs on N side of site.

Air Quality:

No noise or odour impacts; no proximity to AQMA. Site is small so impact on air quality of increased traffic likely to be minimal.

Soil:

Site is urban open space, so not prime agricultural land and no contamination issues. No carbon rich soils.

Education Capacity:

Site is within catchments of Denny Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Denny Primary will require extending as a result of other committed site developments but a cumulative impact contribution will likely be required from this site. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, which are located within reasonable walking distance (c800) of this site. Denny also has a relatively high provision of open space overall, and this site has excellent access to a park and recreational open space at Herbertshire Castle Park. Nevertheless on site provision of, at minimum, a play area will be required.

Green Belt:

No.

Green Network:

Area of urban open space which forms an important part of the Upper Carron green corridor at its junction with the Castlerankine Burn green corridor.

Landscape:

Falkirk-Denny Urban fringe LCU. Flat, maintained public open space with some tree cover between wooded river corridor & housing. If developed, landscape impact would be major due to loss of public open space and tree loss / impact on trees; visual impacts would be major as seen from adjacent housing and paths. Although within urban limit, size of area small and overriding landscape impacts would make development unacceptable on landscape grounds.

If, nevertheless, considered for development the site would require a substantial undisturbed buffer area to woodland & burn corridor & to all mature trees on site: developable space would be severely limited to meet such requirements.

Ecology:

Significant ecological issues on site. Mitigation not possible.

The site is bounded on two sides by the River Carron and Castlerankine Burn. Both watercourses are of ecological importance and would be impacted by development at this site. Both watercourses and their confluence would require a significant undeveloped buffer from their bank top to limit ecological impacts.

Protected species - likely to be other present. Potential for bats in mature trees.

Mature trees must be retained.

Development of this site would be unacceptable from an ecological point of view.

Historic Environment:

None.

MIR Ref: DEN/B/14 **Site Name:** Meadowbank, Denny

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.4 ha **Capacity:** 30 **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site offers an opportunity for modest incremental growth adjacent to the current urban limit. It is relatively flat and enclosed with defined boundaries. However it has only a moderate level of accessibility by sustainable transport means to local amenities and, crucially, has no direct access from a public road. For the latter reason it should not be taken forward as an allocation in this LDP.

Accessibility:

Overall Accessibility: Moderate

Moderate accessibility to local primary school

Moderate accessibility to nearest centre (Denny TC)

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

There appears to be no direct access from this site to a public road. The existing access appears to be a private road of restricted width. Subject to land ownership, it may be difficult to achieve an access, with visibility, to a standard suitable for adoption.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Road Network Capacity:

All allocations within the Denny and Dunipace area will have an impact on Denny Cross.

A contribution will be required towards DEAR.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Site is within catchment of Denny WWTW which has 700 units of spare capacity, so no issues. No water supply issues either.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Vast majority of site is developable. A basic FRA with development layout plan will be required at a planning stage to assess risk of flooding.

A flood risk assessment would be required. There are watercourses in the vicinity and the area has been subject to flooding.

Water Quality - Small burn runs around southern periphery of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

No noise or odour impacts; no proximity to AQMA. Site is small so impact on air quality of increased traffic likely to be minimal.

Soil:

No rare soils. Not prime agricultural land.

Education Capacity:

Site is within catchments of Denny Primary, St Patrick's RC Primary, Denny High School and St Modan's RC High (Stirling). Denny Primary will require extending as a result of other committed site developments but a cumulative impact contribution will likely be required from this site which would generate c.7 children. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools will also be likely. Position at St Modan's is unknown.

Community Infrastructure:

Denny has a high level of community infrastructure, including a health centre and sports centre, though both are located around 1.3kms away near Denny Town Centre. Denny also has a relatively high provision of open space overall, although this site is in an area of relative deficiency and currently only has reasonable access to an area of open space with play facility at Nethermain Rd. Nevertheless on site provision of, at minimum, a children's playspace will be required

Green Belt:

No.

Green Network:

Not part of the strategic green network, although wildlife site lies adjacent to south, and core path to north.

Landscape:

In Middle Carron LCU. [NOTE: site not accessed due to development on adjacent site - desk study info only].

Gently NE sloping field, surrounded by woodland tree cover. If developed landscape impacts minor to moderate if no / minimal tree cover removed; visual impacts from housing to N & E and adjacent paths would be moderate to major.

Due to location, development could be considered to be a natural extension to urban limit, but essential mitigation would be: retention of all boundary & internal trees, ensuring adequate protection / stand - off distances from boundary trees and overall low density development essential.

Ecology:

This site is immediately adjacent to Stoneywood Wildlife site (to the south). An assessment of the likely impact on the wildlife site would be required. However, it is expected that suitable protection and mitigation could be put in place, including a protected and enhanced habitat buffer between any development and the designated site.

Trees and stands of scrub within and around the site should be retained and enhanced with appropriate landscaping/planting.

Historic Environment:

None.

MIR Ref: DEN/B/15 **Site Name:** Headwood, Denny

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus

SiteSize 9.9 ha **Capacity:** 75 **Type:** Brownfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site is a former industrial works still partly in use by various businesses. About a third of the site is subject to flood risk. The site has poor accessibility to services and community infrastructure, and site access from either the substandard Denovan Road or via a new bridge to the A883 is considered suboptimal. Overall the site does not form a sustainable location for the proposed residential and care home development.

Accessibility:

Overall Accessibility: Low

Low accessibility to local primary school (c.3kms)

Low accessibility to nearest centre (Denny TC)

The site is not within reasonable walking distance of bus services
The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access is shown from A883 via bridge over River Carron. The existing bridge would require to be upgraded or replaced. Vehicular access to the site is currently via a priority junction from the A883 onto a short stretch of adopted road leading to a private access. Alterations to the existing access arrangement at the junction with the A883 may be required, depending on the type and scale of development proposed

Road Network Capacity:

The scale of development will have an impact on the A883 corridor and Denny Cross in particular. The site should if allocated provide a contribution the Denny Eastern Access Road. A Transport Assessment will be required to demonstrate the impact on the local road network and in particular Denny Cross and the Checkbar Interchange

Water/Drainage Constraints:

Carron Valley WTW - 2000
Denny WWTW - 750

A surface water drainage strategy will be required and, because the provision of a care home is indicated, flood alleviation and drainage provision will require to be designed for a 1 in 1000 year storm event, to meet SPP requirements.

Major Hazard Constraints:

No major hazards or pipelines, but an overhead transmission line crosses the site which reduces the developable area

Flood Risk/Water Quality:

Around a third of the site is within the 1:200 flood risk zone along the River Carron, as indicated on SEPA's indicative Flood Map, and any development would have to avoid this area or compensatory storage for any loss of flood alleviation provided by the site, with the current layout, is liable to be requested. A Flood Risk Assessment would be required. Care home will have to be outwith the risk of flooding from the 1 in 1000 year flood event (to comply with SPP). Culverted watercourse which flows down from Kirkland should be assessed as to whether the watercourse can be opened up. Footbridge adjacent to development site should be incorporated within hydraulic model.

Small watercourses run through site - presumption against culverting, opportunities for green networks, habitat enhancement and restoration should be harnessed. River Carron runs along S boundary of site- habitat enhancement and restoration should be harnessed.

Air Quality:

Not in AQMA. The site would generate minimal air quality and noise impacts associated with traffic.

Soil:

No rare soils.

Headwoodmill industrial site land may be contaminated.

Education Capacity:

The site lies within the catchments of Dunipace and St Patrick's RC primary schools, and Denny and St Modan's High Schools. Dunipace Primary has a low risk of capacity pressures based on current commitments but with new proposals this risk would increase quickly as it is a single stream school. Potential development of this site would generate c. 18-19 pupils which could require capacity enhancements to the school which would be developer funded. St Patrick's is also likely to be facing capacity issues in the medium term, as will Denny High so contributions towards these schools may also be likely. Position at St Modan's is unknown.

Community Infrastructure:

The site is in the countryside and has no community infrastructure nearby. The only reasonable accessible greenspace is the semi-natural green corridor of the River Carron; all other open space facilities are within Denny/Dunipace, outwith the accessibility standards. Some community woodland is proposed as part of the development.

Green Belt:

Not in green belt

Green Network:

Site adjacent to Upper Carron component of the green network.

Landscape:

In Falkirk -Denny Urban Fringe LCA. South eastern part of site in industrial usage, flat, with boundary natural tree cover to river Carron to S and minor road to N. North western part of site is undulating landform, sloping to river, limited tree cover to SW along river only. NW boundary fenced to adjacent fields. Medium visual sensitivity from minor road to N and from main road to SE. High visual sensitivity from dwelling near N boundary and other outlying dwellings. If developed, essential to retain and bring into management all boundary tree cover and strengthen this by additional native tree planting along all boundaries to strengthen screening from outside, provide a buffer to open countryside and to provide a buffer to the River Carron corridor as a habitat. Not a natural extension to settlement (Denny), but redevelopment of existing brownfield area to SE would be positive landscape and visual change. North western part of site (undeveloped) not appropriate for development due to landform and lack of existing visual mitigation.

Ecology:

A significant habitat buffer would have to be retained/created adjacent to the River to protect and enhance this important ecological feature. This zone would include any areas of floodplain and the 1:200 year flood risk zone which should not be developed.

Protected species surveys (otter, badger, bat etc.) would be required and appropriate protection and mitigation applied.

Assessment of the ecological interests at the site (e.g. nesting birds) and impacts on these would be required and suitable mitigation put in place.

Historic Environment:

No known historic assets

MIR Ref: DEN/B/16 **Site Name:** Drumhead Quarry

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus

SiteSize 2.1 ha **Capacity:** **Type:** Part brownfield / part greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site has received planning consent and can proceed without an allocation in the PP.

Accessibility:

Not relevant

Vehicular Access:

The northern portion of this site was subject to a recent Planning application, P/11/0156/MRL refers. Assuming quarrying/infill operations are sought for the proposed site, Roads comment are likely to be similar. It is considered that Denovan Road is not of a suitable standard to accommodate further increases in traffic

Road Network Capacity:

The impact on the surrounding road network will be dependent on the size and scale of the development. Comments made on P/11/0156/MRL suggested there would be minimal impact on network capacity (an increase in traffic flows of 1.2%)

Water/Drainage Constraints:

Carron Valley WTW - 2000
Denny WWTW - 750

Major Hazard Constraints:

North-eastern section of site may be crossed by Transco pipeline zone

Flood Risk/Water Quality:

There are existing watercourses at this locus. The management of surface water discharges from the site will require to comply with volumetric and qualitative measures. SEPA will determine qualitative requirements. A Flood Risk assessment and surface water drainage strategy would be required for the site, with the discharge rate to any watercourse restricted to 3.2 l/sec/ha.

The developer needs to get agreement from SEPA on any water discharge/abstraction from site. Watercourse flowing under site must be protected from pollution.

Air Quality:

Likely noise and dust associated with extraction work

Soil:

No rare soils and land is not of prime agricultural quality

Education Capacity:

Not relevant

Community Infrastructure:

Not relevant

Green Belt:

Not in green belt

Green Network:

Site within North Larbert component of the Green Network development of the site could interfere with the Glenbervie to Denny circular route.

Landscape:

In East Touch Fringe LCA. Very varied landform due to past quarrying activity. Overall slope to SW. right of Way through western edge. Covered by TPO. Mature trees on E & NE boundary, fenced to agric land. Young native tree / shrub cover along W and N boundaries. RoW of medium visual sensitivity and further operations would require diversion of RoW or strengthening of screen planting on W boundary. Minor road to N of medium sensitivity, with views into N end of site. Visual impact as seen from N could be addressed by further native screen tree planting. Limited close visibility due to tree cover, but this has been much degraded in past. If further quarrying proposed, retention of the surrounding tree / shrub cover would be essential, together with additional woodland planting around all boundaries and essential conditions of consent to ensure final profile is acceptable. May be longer views of site from SW to SE from Denny / Dunipace, so visual mitigation would be essential.

Ecology:

Need to retain area of mature woodland in west of the site. Potential impacts on features such as badgers, bats etc.. But possible to provide sufficient mitigation / compensation for impacts with appropriate working methods, work areas, access routes and restoration. (As detailed in response to recent planning application.)

Historic Environment:

Standing stones and prehistoric enclosures in vicinity but not on site

Falkirk

MIR Ref: FAL/B/01 **Site Name:** Westburn Avenue (Former F&DRI Site), Falkirk

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 5.4 ha **Capacity:** 100

Type: Brownfield

Proposed Plan Status Allocated

Proposed Plan Ref: M07

Summary:

Highly accessible brownfield site in central location within town. Scale and prominence of site require high quality design treatment, especially on main road frontages. School capacity is an issue, and pre-zoning of site to Bantaskine PS may be required.

Accessibility:

Overall accessibility: High

High accessibility to local primary school and town centre

The site is within reasonable walking distance of bus and train services

Vehicular Access:

This is a large development site, with potential for vehicular access to be taken from Westburn Avenue and Majors Loan. For a development of this magnitude more than one access is required (DGCS para. 4.1.2). Existing roads network e.g. the Majors Loan, Westburn Avenue, Hodge Street, Cockburn Street junction, may be upgraded to accommodate additional vehicle movements created by a development of this magnitude; this would be confirmed by TA.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

The A803 corridor, B816 Glenfuir Road and Westburn Avenue currently suffer peak time congestion. This site will have a cumulative impact on junctions on these routes and in particular the A803 corridor. Contributions will be required for mitigation measures identified in the A803 Corridor Study as a result of the cumulative impact of developments affecting the corridor.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Additional road capacity has been identified in the A803 corridor study. This site has been taken into account in that study. Likewise where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

There are existing watercourses within and adjacent to the proposed development site. A basic FRA (Topographic and culvert information in the first instance) with development layout plan will be required at a planning stage to assess risk of flooding. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69). If proposed to open up culvert then a flood risk assessment would be required to show there is no increase in flood risk to neighbouring areas. Majority of site will be developable

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream.

Air Quality:

Site lies adjacent to the Falkirk Town Centre AQMA.

Soil:

Brownfield site but no significant contamination or remediation benefits expected.

Education Capacity:

Current catchment schools are Comely Park, St Andrews RC primaries, and Falkirk and St Mungo's RC High schools, with only Falkirk High experiencing no capacity pressures. An option being considered is to pre-zone the site into Bantaskin Primary catchment to provide relief at the local primary level, although some extension will be required to cope with other committed developments. The high pressure at St Andrews should be relieved when the new RC primary at Antonshill comes on stream. Medium term capacity pressures at St Mungo's can be addressed through developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and the central location of the site means it would enjoy good access to most of these. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. However, the Woodlands area where the site is located has poor access to local parks. On site provision of open space would therefore be important.

Green Belt:

No.

Green Network:

Site contains some amenity greenspace and trees as part of hospital layout. Trees should be retained where possible and open space incorporated into new site layout. Potential for continuation of avenue planting along Westburn Avenue frontage.

Landscape:

Prominent site in townscape terms with potential major impact on Westburn Avenue/Majors Loan streetscape. Potential landscape impact from tree / open space loss. Mitigation required by retention of trees & open space or additional planting/landscape treatment to road frontage. Site highly significant in townscape terms due to scale and central location. Of existing buildings, older 1930s buildings have some townscape value, but in overall terms site presents opportunities to improve the townscape through the provision of attractive new frontages on to Westburn Avenue and Majors Loan.

Ecology:

No significant on-site ecological issues apparent. Potential impact from loss of mature trees. Mature trees should be retained and loss of any trees and openspace mitigated. Likely that any other negative ecological impacts at this site could be mitigated.

Historic Environment:

Assessment of existing buildings has been carried out by Historic Scotland, and none are deemed to be worthy of listing. Older buildings nonetheless represent a connection with the history of the infirmary. Site lies adjacent to Arnothill Conservation Area, so quality frontage along Westburn Avenue is particularly important.

MIR Ref: FAL/B/02 **Site Name:** Glen Farm, Falkirk

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 16.5 ha **Capacity:** 300 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site would represent a major extension of the urban area beyond the Glen Burn. There would be major landscape impacts given its location and topography. The site generally has low accessibility, and is relatively remote from community facilities in the town. School capacity is a significant constraint, with re-zoning and developer contributions potentially being required to mitigate impacts. Potential ecological impacts in relation to adjacent woodland, although there is potential for for enhancement and management to the benefit of the green network.

Accessibility:

Overall accessibility: Low
Low accessibility to local primary school and town centre
Part of the site is within reasonable walking distance of bus and train services.

Vehicular Access:

This development site, with access from Wester Shieldhill Road, could be of a magnitude that requires a TA. Wester Shieldhill Road is subject to the national speed limit and is of limited width with no footway provision. The existing bridge across the Union Canal and junction with the B8028 also restrict additional traffic movement. There could, therefore, be significant off site works to the existing road network to accommodate development of this site.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

This development will have a major impact on one of the main radial routes into Falkirk. A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network in particular the junctions on the southern side of Falkirk. The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

The flood plain of the watercourse to the north encroaches into the proposed development site, therefore a Flood Risk Assessment would be requested.

Flood Risk - A FRA is required to establish the risk of flooding from the small watercourse. Vast majority of site developable.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status. Small burn runs through centre of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Traffic generated from this major site may have implications for Falkirk Town Centre AQMA.

Soil:

Site is not prime agricultural land.

Education Capacity:

Catchment schools are Comely Park and St Andrews RC primaries and Falkirk and St Mungo's RC high schools. Only Falkirk High is experiencing no capacity pressures which could be put at risk due to the scale of this site. With this site generating potentially up to 120 pupils spread between the primary level and RC secondary sectors this scale of growth could not be absorbed without substantial developer contributions towards school extensions or rezoning of the primary catchment from Comely Park to Hallglen.

Community Infrastructure:

Falkirk has a high level of community infrastructure, although the southern part of the town (Lionthorn/Lochgreen) has relatively poor access to most of these facilities. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site would, however, have limited access to local parks, and on-site provision would be essential.

Green Belt:

No.

Green Network:

Potentially part of the South Falkirk green corridor. Potential to promote connectivity between Kilbean Wood to west and woodland to west. Glen Burn runs along northern boundary - potential to enhance riparian corridor.

Landscape:

Slammanan Plateau LCU. Undulating landform with burn & sporadic tree cover.

Landscape impact from loss of landform and tree cover. Major visual impact from dwellings to south & Glen Farm. Upper part of site too visually exposed & visible from north if developed. If lower part of site developed, mitigating structure planting required to south & east.

Ecology:

Potential for ecological impacts, particularly to Glen Burn and Kilbean Woodland.

Should development take place a significant habitat buffer and green corridor would need to be retained and enhanced along the Glen Burn. A habitat buffer would also need to be created adjacent to Kilbean Wood.

To maintain habitat connectivity there might need to be a north-south green corridor running through the site as well.

There is considerable badger activity in the vicinity. Suitable protection and mitigation measures are likely to be required. Other protected species may be present particularly associated with the burn (water vole, otter etc.)

Historic Environment:

Site lies to the south east of the Union Canal which is a scheduled ancient monument, with possible implications for its setting.

MIR Ref: FAL/B/03 **Site Name:** Standalane, Falkirk

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 10.0 ha **Capacity:** 250 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Whilst site could be viewed as a rounding off of the settlement boundary, it lies within the Battle of Falkirk site, and its development would have a significant adverse impact on the character and setting of the historic battlefield. School capacity, particularly at Comely Park Primary School, is a significant constraint.

Accessibility:

Overall accessibility: Low/Moderate

Low accessibility to local primary school and town centre

The site is within a reasonable walking distance of bus and train services.

Vehicular Access:

This development site is of a size that could require a TA. The output from a TA would determine works required to the existing road network. Access to the development site could be from Slamannan Road and/or Lochgreen Road. The frontage of the site to both roads would require the provision of a footway and street lighting.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

This development will have a major impact on one of the main radial routes into Falkirk. A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network in particular the junctions on the southern side of Falkirk. The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Dalderese WWTW - 1747

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Although drainage ditch located just to the west of the development site, unlikely to pose a flood risk.

Water Quality - 2 level treatment with high quality SUDS essential at this location since very small watercourse downstream.

Air Quality:

Traffic generated from this major site may have implications for Falkirk Town Centre AQMA.

Soil:

The site is not prime agricultural land.

Education Capacity:

Catchment schools are Comely Park and St Andrew's RC primaries and Falkirk and St Mungo's High schools. Only Falkirk High has no capacity pressures and with this site generating potentially up to 100 pupils spread between the primary level and RC secondary sectors this level of growth could not be absorbed without substantial developer contributions towards school extensions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, although the southern part of the town (Lionthorn/Lochgreen) has relatively poor access to most of these facilities. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site would, however, have limited access to local parks, and on-site provision would be required.

Green Belt:

No.

Green Network:

Potentially part of the South Falkirk green corridor. A core path runs around the western side of the site.

Landscape:

Boundary of Falkirk - Denny Urban Fringe & Slamannan Plateau LCU. Agricultural land. Woodland & path to S & SW.

Landscape impacts from loss of landform, internal hedges & sporadic trees. Major visual impact from adjacent dwellings & woodland path to west. Mitigation if developed with structure planting on southern boundary to link with new woodland & screen. Urban edge low density development would mitigate further, with buffer to ensure protection of woodland.

Ecology:

The recently planted SW corner and woodland strip on western boundary must be retained and protected.

No other significant on-site ecological issues.

If development takes place any loss of hedges or scattered trees should be mitigated by appropriate planting.

The green corridor running from Fox Covert north to Lochgreen hospital and the adjacent wooded triangle, through to this site and beyond must be retained with appropriately designed and located landscaping and habitat creation within the site.

Historic Environment:

Site is located within the boundaries of the site of the Battle of Falkirk, as defined and protected within the current Local Plan, and also as defined within Historic Scotland's Inventory of Battlefields. The site is considered to be integral to the battlefield as it shows how topography played such an important part in the battle. Development would therefore have a major impact on the battle site.

MIR Ref: FAL/B/04 **Site Name:** Glen Works, Glen Village

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 7.1 ha **Capacity:** 170

Type: Part brownfield /
part greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site would represent a major extension of the urban area beyond the Glen Burn/Union Canal. Although the site is part brownfield and benefits from a degree of landscape screening and containment, it is detached from the main urban area and does not represent a logical extension to the town. The site generally has low accessibility, and is relatively remote from community facilities in the town. School capacity is a significant constraint, with re-zoning and developer contributions potentially being required to mitigate impacts. Potential ecological impacts in relation to adjacent woodland, although there is potential for enhancement and management to the benefit of the green network.

Accessibility:

Overall accessibility: Low

Low accessibility to local school and town centre

Part of the site is within a reasonable walking distance of bus and train services.

Vehicular Access:

Vehicular access to the proposed site would be off the B8028, which is subject to the national speed limit at this location. Vehicular access would, therefore, require to be designed accordingly. The development may be of a magnitude that requires a TA.

The B8028 at this locus is a rural road, with no footway. A footway along the frontage of this development would be requested.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

This development will have a major impact on one of the main radial routes into Falkirk. A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network in particular the junctions on the southern side of Falkirk. The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from the small watercourse. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69). If proposed to open up culvert then a flood risk assessment would be required to show there is no increase in flood risk to neighbouring areas. Majority of site will be developable

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status. Small partially culverted burn runs through centre of site. Opportunity to deculvert this and deliver habitat restoration should be harnessed.

Air Quality:

Traffic generated from this major site may have implications for Falkirk Town Centre AQMA.

Soil:

Most of site is in used as a scrapyard - contamination and potential remediation benefits likely.

Education Capacity:

Site appears to straddle Hallglen and Shieldhill primaries catchments and therefore also straddles Graeme High and Braes High catchments. It is also within St Andrews RC primary and St Mungo's RC High catchments. Only the RC sector schools have current capacity issues, although a site of this scale would increase the risk at the non-pressured schools as well. The high risk pressures at the RC sector schools could be manageable as a result of approved rezoning elsewhere and developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, although the southern part of the town (Lionthorn/Lochgreen) has relatively poor access to most of these facilities. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site would, however, have limited access to local parks, and on-site provision would be essential.

Green Belt:

No.

Green Network:

Potentially part of the South Falkirk green corridor, with woodland belts to south and west. Restoration or tidying up of site would be of visual benefit to the green network in this area.

Landscape:

Slamannan Plateau LCU. Former works / vehicle breakers, surrounded by tree cover & reasonably screened. Undulating n facing landform. Limited landscape impact from certain viewpoints, major visual impact from path through wood to south. Site not a natural extension to urban area, but if developed, could offer positive improvement to site, strengthening of surrounding woodland belt and bringing woodland into management.

Ecology:

Cleuch Plantation wildlife site lies to the immediate east and southeast. Potential for adverse ecological impacts on this site. The adjacent Cleuch Plantation and Mavisbank Wood are ancient semi-natural woodland and long established plantation woodland respectively. The Union Canal and Hallglen Haven SINC are nearby to the northeast. Habitats on site include scattered scrub, boundary trees/hedges, grassland to the south and areas of brownfield/bare ground. A burn runs through the site (SE-NW) and is partially culverted.

Development on site would have to be undertaken with care to ensure no significant negative ecological impacts on the site, adjacent sites or wider habitat connectivity. A habitat buffer would be required adjacent to the Cleuch wildlife site. A green corridor would be required either side of the burn both to protect and enhance the burn and to maintain a link between the wildlife site and SINC to the NW. There may be an opportunity to de-culvert the burn within the site.

Where possible trees, hedge and scrub should be retained. Any tree/scrub/hedge loss should be mitigated on site.

An ecological assessment of the value of the brownfield/bare ground areas may be required - if found to be of ecological value some habitat retention and/or mitigation may be required.

Historic Environment:

Site lies to the south of the Union Canal, although development is unlikely to have a significant effect on the canal's setting.

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Preferred Site (2014-2024)

SiteSize 1.7 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: ED26

Summary:

The site lies within a scheduled ancient monument and within the green belt, presenting significant constraints. Development would only be possible if archaeological assessment/justification and mitigation measures are sufficient to allow granting of scheduled monument consent by Historic Scotland, and landscaping is capable of securing mitigation of impacts on the green belt.

Accessibility:

Overall accessibility: Low/Moderate

Moderate accessibility to local centre (Larbert)

The site is not within reasonable walking distance of bus services

The site is within reasonable walking distance of train services

Vehicular Access:

Vehicular access would be from Lochlands Loan. Lochlands Loan, although not designed for such use, at present serves Lochlands Industrial Estate, it is, therefore, assumed that this proposed site would be for similar industrial use. Access to Lochlands Loan from the proposed development site would be designed in accordance with Falkirk Council's Design Guidelines.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The A803 corridor currently suffers peak time congestion. This site will have a cumulative impact on junctions on this route. Contributions will be required for mitigation measures identified in the A803 Corridor Study as a result of the cumulative impact of developments affecting the corridor.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Additional road capacity has been identified in the A803 corridor study, however this does not take into account this additional site. Likewise where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk

Water Quality - no concerns

Air Quality:

No adverse implications for noise provided use is industrial.

Soil:

The site is not prime agricultural land.

Education Capacity:

N/A

Community Infrastructure:

Business development so no impacts anticipated.

Green Belt:

Located within the Green Belt. Development would represent an extension of Lochlands Industrial Estate, filling the gap between the estate and the railway line and ad-hoc industrial uses to the east. As such it would exacerbate the adverse effect of the industrial estate on the landscape setting of Larbert and Falkirk.

Green Network:

Potentially part of the Lower Carron green corridor, with potential for planting to mitigate visual impact of industrial estate.

Landscape:

Falkirk - Denny UrbanFringe LCU. Grazing paddocks adjacent to railway with urban fringe character. Tall hedgerows.

If developed, landscape impact from loss of agricultural land, minor / mod visual impact from adjacent road & railway. Site not a natural extension to urban limit. although northern part could form a rounding off of industrial use in line with the site to the north west, subject to strong boundary structure planting.

Ecology:

No significant on-site ecological issues apparent.

Historic Environment:

Site lies within Lochlands Roman camps scheduled ancient monument. Development would have significant impact on the monument and would be contrary to national policy.

MIR Ref: FAL/B/06 **Site Name:** Glasgow Road 1(Redbrae Road), Falkirk

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Preferred Site (2014-2024)

SiteSize 1.6 ha **Capacity:** Unknown **Type:** Brownfield

Proposed Plan Status Allocated

Proposed Plan Ref: ED11

Summary:

Brownfield site offering good accessibility, particularly to railway station and bus services along A803. Business use preferred due to location of site within established commercial/leisure area. Planning permission granted for Aldi store on southern part of site.

Accessibility:

Overall accessibility: High

High accessibility to local primary school and local centre (Camelon). The site is within reasonable walking distance of bus and rail services.

Vehicular Access:

The existing vacant industrial premises on this site have access from Redbrae Road.

No further comment could be provided for this site, until a proposed use was identified. This would dictate access and parking requirements, if radically different from the previous use of the site.

Road Network Capacity:

The A803 corridor currently suffers peak time congestion. This site will have a cumulative impact on this corridor. Contributions will be required for mitigation measures identified in the A803 Corridor Study as a result of the cumulative impact of developments affecting the corridor.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Additional road capacity has been identified in the A803 corridor study, however this does not take into account this additional site. Likewise where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution. A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk

Water Quality - No issues

Air Quality:

Dependent on mix of uses. Possible issues if housing is promoted within this commercial/industrial area.

Soil:

Possible contamination due to former land use.

Education Capacity:

N/A

Community Infrastructure:

Falkirk has a high level of community infrastructure, and Camelon has generally good access to most of these facilities. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site would, however, have limited access to local parks.

Green Belt:

No.

Green Network:

Not part of the green network, although road corridor presents opportunities for continuous and consistent landscape treatment.

Landscape:

Landscape impact from loss of trees / shrub planted areas to road frontage. Major (but potentially positive) visual impact from dwellings to S and mod impact from road / rly. Mitigate impacts by tree retention where feasible and appropriate tree / shrub planting to road frontage.

Ecology:

No significant ecological issues apparent.

Historic Environment:

None.

MIR Ref: FAL/B/07 **Site Name:** Darroch House, Falkirk

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 3.3 ha **Capacity:** Unknown **Type:** Part brownfield / part greenfield

Proposed Plan Status Not Allocated

Summary:

Site comprises the extensive grounds of Darroch House within Artnothill and Dollar Park Conservation Area. Intensive development of site for housing is likely to have significant adverse impacts on the Conservation Area, including potential loss of trees within the site and removal of section of wall along frontage. Limited development potential only.

Accessibility:

Overall accessibility: High

Moderate accessibility to local primary school and high accessibility to town centre.

The site is within reasonable walking distance of bus and rail services.

Vehicular Access:

Formation of a suitable vehicular access to Camelon Road from this proposed development site could require demolition of a significant length of the existing masonry wall currently separating this site from Camelon Road. Any access would require to comply with Falkirk Council DGCS requirements current at the time any application was submitted.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The A803 corridor currently suffers from peak time congestion. This site will have a cumulative impact on junctions on this corridor. Contributions will be required for mitigation measures identified in the A803 Corridor Study as a result of the cumulative impact of developments affecting the corridor.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Additional road capacity has been identified in the A803 corridor study, however this does not take into account this additional site. Likewise where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution. A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW -2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Recommend contact is made with British Waterways to establish flood risk from canal to north-western corner of site.

Water Quality - no concerns.

Air Quality:

Potential traffic related air quality and noise issues associated with Camelon Road. Potential noise issues associated with railway along northern boundary of site.

Soil:

None.

Education Capacity:

Catchment schools are Carmuir and St Francis RC primaries and Falkirk and St Mungo's RC high schools. Only the RC sector schools have capacity pressures and given the relatively small scale of the pupil generation, (10 RC pupils spread between the two schools) these could be mitigated by developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and access to these from the site would generally be good. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. This site has particularly good accessibility to Dollar Park.

Green Belt:

No.

Green Network:

Site comprises a substantial area of private garden ground, with tree belts, which contributes significantly to the urban green corridor on north side of Camelon Road which connects into the Forth & Clyde Canal and associated greenspaces.

Landscape:

Flat, private garden / tree covered parkland enclosed by high stone wall within urban area.

Some limited development potential if strictly controlled. Potential major landscape and townscape impacts due to tree loss / impact on trees, and impact on stone frontage wall due to access requirements. Major visual impact from adjacent flats, moderate visual impact from road & railway if developed. Mitigation required: retention and management of tree cover and boundary stone wall, retention of parkland; vital that any development should be low density, retaining a buffer zone from trees, with a woodland management plan. Imperative that any development considered should be preceded by a tree survey.

Ecology:

Likely impact to ecological value. Mitigation and retention of important features if development is limited and carefully designed within the site

Mature trees and parkland likely to be of significant ecological value, particularly with the site's link to Dollar park to the east and the canal to the west. Mature trees to be retained. Habitat links from Dollar Park through to the canal should be retained

Protected species - high likelihood of bat roosts in mature trees.

Historic Environment:

Site lies within Arnothill and Dollar Park Conservation Area, as recently extended following character appraisal. Darroch House forms part of a group of large villas in mature landscaped grounds on the north side of Camelon Road. Development could have significant implications for the character of the Conservation Area through impact on the character and setting of the house, loss of trees and removal of wall to create access.

MIR Ref: FAL/B/08 **Site Name:** Woodend Farm, Hallglen

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 4.5 ha **Capacity:** 100 **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site could constitute a logical eastern extension to Hallglen, but elevated nature of site would lead to significant landscape impacts which would be hard to mitigate. Development of site could be seen as closing the visual gap between Falkirk and Polmont. School lies within Hallglen PS catchment, which has capacity, so capacity issues not as serious as with potential growth options to the west and could be

managed.

Accessibility:

Overall accessibility: Moderate/Low

Moderate accessibility to local primary school, and low accessibility to town centre.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Vehicular access would be to New Hallglen Road. For a development of this magnitude a TA may be requested. Information from this will also influence access geometry.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network in particular the junctions on the B805 Redding Road and Boyd Street Diversion junction with the A803 Callendar Road.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flooding - pluvial flooding may be an issue, however this can be mitigated through adequate design of dwellings

Water Quality - no concerns

Air Quality:

None.

Soil:

Small part of site is prime agricultural land.

Education Capacity:

Site falls within Hallglen and St Andrews RC primaries catchments and Graeme and St Mungo's High schools. Only the RC sector schools have current capacity issues, although a site of this scale would increase the risk at the non-pressured schools as well. The high risk pressures at the RC sector schools could be manageable as a result of approved rezoning elsewhere and developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and although Hallglen has relatively poor access to most of these facilities, it has its own provision at Hallglen Sports Centre. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site has good accessibility to Callendar Woods/Park, but otherwise access to local parks would be limited and on-site provision would be required.

Green Belt:

No.

Green Network:

Potentially part of the South Falkirk green corridor. Core path runs to east of site. Opportunities for making linkages between Callendar Wood to north, Westquarter Glen to south and green corridors running through Hallglen to the west.

Landscape:

Falkirk-Denny Urban Fringe LCU. Elevated grazing fields in S side of Callendar Park woodland.

If developed, landscape impact from loss of trees, landform & hedgerow. Major visual impact from housing to SW since site elevated, moderate visual impact from open countryside further north & from road. Highly visually prominent and development here would contribute

to visual coalescence of Hallglen & Redding development.

Ecology:

The site lies next to Callendar Woods Wildlife Site. If development were to take place a habitat buffer would be required between any development and Callendar Woods to protect the designated site. This buffer would need to be wide enough to provide a graduation from planted woodland trees immediately next to Callendar Woods to woodland edge habitat and open space.

Historic Environment:

Woodend Farm steading is category C(S) listed building, and would have to be retained as part of any development. Development on the site would nonetheless have adverse impact on its setting.

MIR Ref: FAL/B/09 **Site Name:** Gowan Avenue, Falkirk

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 1.4 ha **Capacity:** 44 **Type:** Brownfield

Proposed Plan Status Allocated

Proposed Plan Ref: H24

Summary:

Brownfield site with high accessibility. High quality treatment of canal frontage required. Junction issues on Grahams Road to be mitigated through developer contributions to traffic light upgrading.

Accessibility:

Overall accessibility: High

Moderate accessibility to local primary school and high accessibility to local centre (Grahamston).

The site is within reasonable walking distance of bus and rail services.

Vehicular Access:

This site has been the subject of a previous planning application for which roads comments were submitted.

The key issues relate to off site road works, traffic management and upgrading of the Gowan Avenue/Grahams Road junction.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

This site currently has planning consent and has a contribution to make towards the upgrading of the traffic signal controlled junction of Grahams Road / Dalderse Avenue.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Recommend contact is made with British Waterways to establish flood risk from canal

Water Quality - No concerns.

Air Quality:

Possible noise/air quality issues arising from adjacent industrial/commercial premises.

Soil:

Land contamination likely due to former land use.

Education Capacity:

The site appears to straddle the Bainsford and Comely Park primary catchments and is also within that of St Francis RC primary.

Secondary catchments are Falkirk High and St Mungo's RC High. Rezoning all of this industrial site to Bainsford would relieve pressure on Comely Park although Bainsford itself is at medium risk of capacity pressures from committed sites. Coupled with the capacity risks at the

RC sector schools this site could only be developed with substantial developer contributions for education.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and the central location of the site means it would enjoy good access to most of these facilities. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. However, the Grahamston area where the site is located has poor access to local parks. On site provision of open space would therefore be important.

Green Belt:

No.

Green Network:

Part of the Forth & Clyde Canal green corridor. Redevelopment could assist in promoting access linkage along south side of canal.

Landscape:

Falkirk-Denny Urban fringe LCU. Derelict industrial site bounded by canal to N & housing to E. If developed, landscape impact would be positive improvement; visual impacts would be major (& positive) from housing to N & E, moderate (positive) from canal & path. Important to consider views from / to canal & path in future development and ensure treatment off the boundary is a positive attribute.

Ecology:

No significant on-site ecological issues apparent.

Potential impacts on the adjacent canal. Mitigation possible and may be able to enhance the canal edge for both biodiversity and amenity purposes.

If there are buildings on site assessment for bat roosts will be required.

Historic Environment:

Site lies adjacent to Union Canal which is a scheduled ancient monument.

MIR Ref: FAL/B/10 **Site Name:** Glasgow Road 3, Falkirk

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 12.0 ha **Capacity:** Unknown **Type:** Brownfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Western part of Glasgow Road industrial area including Alexander Dennis, Scottish Power, car dealerships and other smaller businesses. Very prominent site on western approach into town enjoying high to moderate accessibility. Established presence of Alexander Dennis means potential for redevelopment for mixed residential/business is currently limited, although this could change. Preferred approach is to designate as business area with potential for redevelopment.

Accessibility:

Overall accessibility: High/Moderate

High accessibility to local primary school and high/moderate accessibility to local centre (Camelon).

The site is within reasonable walking distance of bus and train services.

Vehicular Access:

The site is at present occupied by industrial premises with access off Camelon Road.

No further comment could be provided for this site, until a proposed use was identified. This would dictate access and parking requirements, if radically different from the previous use of the site.

Road Network Capacity:

The A803 corridor, B816 Glenfuir Road and Westburn Avenue currently suffer peak time congestion. This site will have a cumulative impact on junctions on these routes and in particular the A803 corridor. Contributions will be required for mitigation measures identified in the A803 Corridor Study as a result of the cumulative impact of developments affecting the corridor.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Additional road capacity has been identified in the A803 corridor study, however this does not take into account this additional site. Likewise where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution. A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - No concerns

Air Quality:

Dependent on mix of uses. Potential for traffic-related noise/air quality issues associated with Glasgow Road. Also potential for noise issues if housing developed in close proximity to industrial/commercial uses. Large scale housing has potential implications for Falkirk Town Centre AQMA.

Soil:

Possible land contamination due to former land use.

Education Capacity:

Catchment schools are Easter Carmuir and St Francis RC primaries and Falkirk and St Mungo's RC high schools. Only the RC sector schools have capacity pressures. If the residential component of this mixed use proposal is relatively small scale the capacity risks could be mitigated by developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and Camelon has generally good access to most of these facilities. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site would, however, have limited access to local parks. Depending on the mix of uses, the site could represent significant residential growth requiring integral open space and community infrastructure.

Green Belt:

No.

Green Network:

Not part of the green network, although road corridor presents opportunities for continuous and consistent landscape treatment.

Landscape:

Very important site with long frontage on to major road corridor into Falkirk, with significant potential for townscape improvement. Industrial estate / offices open to Camelon road to S & railway to N. Landscape impact from loss of trees / shrub planted areas to road frontage. Major (but potentially positive) visual impact from dwellings to S of road and mod impact from road / rly. Mitigate impacts by tree retention where feasible and appropriate additional tree / shrub planting to road frontage. Future development / design must recognise site visually prominent as an important approach to Falkirk.

Ecology:

No significant ecological issues apparent.

Historic Environment:

None.

MIR Ref: FAL/B/11 **Site Name:** Marshalls Works, Falkirk

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 12.8 ha **Capacity:** Unknown **Type:** Brownfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Large industrial site stretching alongside canal and providing potential for positive canalside redevelopment and regeneration, subject to provision of satisfactory new access across the canal. However, industrial use is still active and unlikely to cease in short to medium term so site is not a preferred site for period of plan. It will be retained as industrial site with potential for redevelopment for other uses, providing flexibility for comprehensive redevelopment in the future, if circumstances change.

Accessibility:

Overall accessibility: High/Moderate

Moderate accessibility to the local primary school and high accessibility to the town centre.

Part of the site is within reasonable walking distance of bus services.

The site is within reasonable walking distance of rail services.

Vehicular Access:

Vehicular access to the site is provided at present via a private road and bridge over the Forth and Clyde Canal to the A9 via Merchiston Road. Vehicular access to development on the site would require an access road and bridge constructed to adoptable standards. There are other potential routes for vehicular access, but off-site upgrades are liable to be required and they could be identified by the TA a development of this magnitude could require.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application

Road Network Capacity:

The A803 corridor currently suffers from peak time congestion. This site will have a cumulative impact on junctions on this corridor. Contributions will be required for mitigation measures identified in the A803 Corridor Study as a result of the cumulative impact of developments affecting the corridor.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Additional road capacity has been identified in the A803 corridor study. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

A Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network.

Water/Drainage Constraints:

Dalderse WWTW - 1747
Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk -There is a watercourse, in culvert, within the site and a Flood Risk Assessment would be required, taking account of any flood risk from canal

Water Quality - No concerns

Air Quality:

Dependent on mix of uses.

Soil:

Possible land contamination due to former land use.

Education Capacity:

The site appears to straddle the Bainsford and Carmuir's primary catchments and is also within that of St Francis RC primary. Secondary catchments are Falkirk High and St Mungo's RC High. Bainsford is at medium risk of capacity pressures so a rezoning to Carmuir's would relieve that risk. With an unknown residential component and taking account of the capacity risks at the RC sector schools this site would require developer contributions to mitigate impacts on education capacity.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and the central location of the site means it would have good accessibility to most of these. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site would, however, have limited access to local parks. Depending on the mix of uses, the site could represent significant residential growth requiring integral open space and community infrastructure.

Green Belt:

No.

Green Network:

Part of the Forth & Clyde Canal green corridor, with opportunities for visual and access enhancement.

Landscape:

Industrial site bounded by canal to N, housing to E & rly to S. If redeveloped, landscape impact would be positive improvement with opportunities for treatment of canal frontage; visual impacts would be major (& positive) from housing to S & E, moderate(positive) from school, canal & path. Important to consider views from / to canal & path in future development and ensure canal/ path and treatment of this boundary considered as positive attribute and integrated into design.

Ecology:

No significant on-site ecological issues apparent.
Potential impact on neighbouring canal. Mitigation possible.
Could enhance area adjacent to canal for biodiversity.

Historic Environment:

Site is adjacent to Forth & Clyde Canal and redevelopment would have a potentially major positive impact on the setting of the canal.

MIR Ref: FAL/B/12 **Site Name:** Mungal/Cauldhome Farm 3, Falkirk

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 14.0 ha **Capacity:** 200

Type: Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H28

Summary:

The site is greenfield but lies within the current urban limit and could represent a natural rounding off of the urban area. However, parts of the site are elevated or sloping with potential significant landscape impacts, so rigorous landscape assessment is required. Potential significant interface with green network and maintenance of north-south corridor in particular would be essential. School capacity is not a major issue, and residual capacity risks can be dealt with through developer contributions.

Accessibility:

Overall accessibility: Moderate
Moderate accessibility to local primary school and high accessibility to local centre (Newcarron).
Part of the site is within reasonable walking distance of bus and train services.

Vehicular Access:

Vehicular access would be to Cotland Way, subject to DGCS requirements.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

This development will have a major impact on Ronades Road, the A9 and the B902. These routes currently experience peak time congestion and as a result a Transport Assessment will be required taking account of the cumulative impact of this and FAL/B/13. This will identify the impact of the development on these corridors and propose mitigation measures to deal with any impact.
The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Dalderse WWTW - 1747
Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from the small watercourse. Local Authority may wish to consider any additional information they hold with regards to fluvial / coastal flooding and other sources such as pluvial, groundwater or sewer. Vast majority of the site is developable.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Small channelised Mungal Burn runs through centre of site. Opportunity to deliver habitat restoration should be harnessed.

Air Quality:

Traffic generated from this major site may have implications for Falkirk Town Centre AQMA. Potential odour issues associated with West Carron landfill.

Soil:

Small part of site is prime agricultural land.

Education Capacity:

Catchment schools are Langlees and St Francis RC primaries and Falkirk and St Mungo's RC high schools. Only the RC sector schools have capacity pressures, which in the case of St Francis will be relieved when the new RC primary at Antonshill opens. The remaining capacity risks could be mitigated by developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and access to these from the site would generally be good. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site has good accessibility to sports pitches at Sunnyside, and reasonable access to the greenspace and play facilities planned as part of the earlier Mungal development. There are opportunities to further enhance and extend these facilities as part any further development.

Green Belt:

No.

Green Network:

Together with adjacent Sunnyside Playing Fields, site is part of an important green corridor linking the River Carron corridor south to the Forth & Clyde Canal.

Landscape:

Falkirk-Denny Urban Fringe LCU. Arable land with W & E facing slopes and high point with farm elevated relative to adjacent housing. Site divided by burn & footpath. If developed, major landscape impact from loss of prominent elevated land and major visual impact as seen from houses to east, and path through site. Moderate visual impact as seen from railway & roads. Although site is a natural extension to urban limit, the visual prominence of the bulk of the site makes it visually sensitive. Lowest parts of the site could be developed, but buffer / screen planting would be required on lower slopes to form a backdrop, along the path corridor and along the southern boundary.

Ecology:

No significant on-site ecological issues apparent. Scattered scrub, mature trees on field boundaries. Potential for limited ecological impact. Potential for impact on farmland birds. Mitigation possible. Forms part of the extended River Carron corridor which provides a significant expanse of open habitat centred around the River Carron and is of considerable ecological importance. However if site FAL/A/04 is developed the northern and northeastern sections of the site become rather more isolated from that habitat corridor.

Historic Environment:

None.

MIR Ref: FAL/B/13 **Site Name:** Mungal/Cauldhame Farm 4, Falkirk

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 3.9 ha **Capacity:** 80

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site is detached from the urban area, within the green belt, but is promoted together with Mungal/Cauldhame Farm 3. Although existing trees provide some containment, the site is elevated, and there would be significant landscape impacts, particularly viewed from the east. Site provides buffer between cemetery and future development, with opportunities for green network development. On its own, as with Mungal/Cauldhame 3, school capacity risks are manageable, but if both sites are added together, risks will increase.

Accessibility:

Overall accessibility: Moderate

Moderate accessibility to local primary school and high accessibility to local centre (Newcarron).

Part of the site is within reasonable walking distance of bus services.

The site is within reasonable walking distance of rail services.

Vehicular Access:

The site is at present accessed via a private road from Dorrator Road. This route would not be suitable for access to a development of this magnitude without upgrading work. The railway bridge and existing road layout at this locus is a significant restriction on this route. Dorrator Road is also the only vehicular access to the cemetery and crematorium. The proposed development site could be accessed from the north east, via site FAL/B/12; but this could not be achieved until completion of FAL/B/12. There would also be concern about the creation of a link between Camelon and Bainsford. Should this site be developed, preference would be for vehicular access from the north east, to ensure there is no increase in vehicle movement on Dorrator Road and a link road between Camelon and Bainsford is not created.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

This development will have a major impact on Ronades Road, the A9 and the B902. These routes currently experience peak time congestion and as a result a Transport Assessment will be required taking account of the cumulative impact of this and FAL/B/12. This will identify the impact of the development on these corridors and propose mitigation measures to deal with any impact.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Dalderse WWTW - 1747
Carron Valley WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk

Water Quality - no concerns

Air Quality:

None.

Soil:

Site is non-prime agricultural land.

Education Capacity:

Catchment schools are Langlees and St Francis RC primaries and Falkirk and St Mungo's RC high schools. Only the RC sector schools have capacity pressures, which in the case of St Francis will be relieved when the new RC primary at Antonshill opens. The remaining capacity risks could be mitigated by developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and access to these from the site would generally be reasonable. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site has good accessibility to sports pitches at Sunnyside, and reasonable access to the greenspace and play facilities planned as part of the earlier Mungal development. There are opportunities to further enhance and extend these facilities as part any further development.

Green Belt:

Located within the Green Belt. Site contributes to protection of landscape setting, but not particularly to avoidance of coalescence.

Green Network:

Together with adjacent Sunnyside Playing Fields, site is part of an important green corridor linking the River Carron corridor south to the Forth & Clyde Canal. Core path runs along south west boundary. Cauldhame Farm track is right of way.

Landscape:

Falkirk-Denny Urban Fringe LCU. Arable land sitting on elevated ridge. Adjacent to cemetery and sports field, with boundary trees. If developed, moderate landscape impact from loss of agricultural land and moderate / major visual impact from east if northern part of site developed. Moderate visual impact from cemetery & railway.

Site physically detached from main settlement area, but if developed, should be limited to southern part only & avoid northern visually prominent part of site. Mitigation would be required through structure planting to provide a buffer to the cemetery to the west and the higher part of the site to the north.

Ecology:

No significant on-site ecological issues.

Impact on habitat connectivity and green network. Development of this site (particularly if associated with development of site FAL/B/12) would almost completely cut off the canal, playing fields and open space to the east from the cemetery and wider River Carron green corridor to the northwest. This would be a significant loss of habitat connectivity and is undesirable. Mitigation might be possible if the southern half of the site was left undeveloped (and enhanced for wildlife) or the northern half of the site and the southern half of FAL/B/12 was left undeveloped and enhanced for biodiversity.

Potential impacts on boundary trees. Retention or mitigation should be possible.
Potential impact on trees and woodland on adjacent sites. Appropriate mitigation and buffers would be required.

Historic Environment:

None.

MIR Ref: FAL/B/14 **Site Name:** Caledon Business Park Extension, Falkirk

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Preferred Site (2014-2024)

SiteSize 4.4 ha

Capacity:

Type: Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: ED06

Summary:

Site would form an extension to the existing Caledon Business Park, into the green belt. Planning permission already granted for business use on the western part of site and access to business park will go through site. Site contributes to green belt objectives, and is visually prominent on the eastern approach to the town on the A9. It also has good green network potential. However, current visual quality is not high and, bearing in mind existing consent, improvement could be better served by including site in business park with stipulation for quality landscape treatment across eastern part of site.

Accessibility:

Overall Accessibility: Moderate

High accessibility to local centre (Laurieston).

Part of the site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Access to this site, and the allocated area at Caledon Business Park would be by means of a new access off the Laurieston Link Road.

Road Network Capacity:

The allocation of this site will have a significant impact on the surrounding road network. The following junctions currently experience peak time congestion: Bog Roundabout, Westfield Roundabout, M9J6 and M9J5. A Transport Assessment will be required to assess the impact of this development on the junctions listed above. Contributions will be required towards mitigation works at M9J5 and M9J6.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

A surface water drainage strategy, indicating proposed outfall, is required.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

There is a history of flooding in this area, therefore a FRA would be required.

Air Quality:

No issues assuming business uses only are promoted.

Soil:

The site is not prime agricultural land.

Education Capacity:

N/A

Community Infrastructure:

Business development so no impacts anticipated.

Green Belt:

Located within the Green Belt. Site performs green belt functions to some degree in terms of landscape setting, and avoidance of coalescence, although this could be improved with appropriate landscape treatment

Green Network:

Part of the Falkirk-Grangemouth green corridor. Core path runs along west and north side of site, providing important linkage between the main part of the corridor and Callendar Park. Site could play a role in the enhancement of the corridor through landscape improvements.

Landscape:

LCU Lowland River Valleys, Farlirk/Denny Fringe unit.

Rural grazing fields, gently rolling hills on urban edge, enclosed mainly by hedgerows and roadside planting which afford the site some screening. Site bounded by industrial estate and Oakwood School to W, core path follows W boundary; main roads to E; industrial estate access road to S; core path follows N boundary.

If the site is developed there will be major visual and landscape impacts to core path road users & moderate/low impacts to dwellings in Laurieston and the adjacent business units.

Existing hedgerows and roadside planting should be further strengthened and enhanced with new mixed planting to help mitigate the impacts. Existing mature trees within hedgerows should be retained. Green corridors should be retained alongside the core paths.

Ecology:

No significant ecological issues apparent.

Where possible trees/hedge should be retained and any loss mitigated by on-site planting.

Historic Environment:

None.

MIR Ref: FAL/B/15 **Site Name:** Lochlands Industrial Estate 2, Larbert

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.4 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site lies within scheduled ancient monument, giving rise to major archaeological impacts. Site lies within green belt and would exacerbate the adverse effect of the industrial estate on the landscape setting of Larbert and Falkirk.

Accessibility:

Overall accessibility:Low/Moderate

Moderate accessibility to local centre (Larbert)

The site is not within reasonable walking distance of bus services

The site is within reasonable walking distance of train services

Vehicular Access:

Access would be to Lochlands Loan which, although used for industrial traffic, is not ideal.

Road Network Capacity:

This development will have an impact on the A803/A883 Corridor. The A803 route currently experiences peak time congestion and as a result a Transport Assessment will be required taking account of the cumulative impact of this and FAL/B/16. This will identify the impact of the development on this corridor and propose mitigation measures to deal with any impact.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

A surface water drainage strategy, indicating proposed outfall, would be required.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

No apparent flooding issues.

Air Quality:

No adverse implications for noise provided use is industrial.

Soil:

The site is not prime agricultural land.

Education Capacity:

N/A

Community Infrastructure:

Business development so no impacts anticipated.

Green Belt:

Located within the Green Belt. Development would represent an extension of Lochlands Industrial Estate, filling the gap between the estate and the railway line and ad-hoc industrial uses to the east. As such it would exacerbate the adverse effect of the industrial estate on the landscape setting of Larbert and Falkirk.

Green Network:

Potentially part of the Lower Carron green corridor, with potential for planting to mitigate visual impact of industrial estate.

Landscape:

In Falkirk-Denny Urban Fringe LCU. Flat grazed / uncultivated field. Relatively minor landscape impacts if developed. Visual impacts moderate as seen from railway (elevated to site), road. Visual impact as seen from wider area limited due to presence of existing industrial estate. No existing development between minor road & not a natural extension to adjacent site. If developed, would require major structure / screen planting on all sides.

Ecology:

No significant ecological issues apparent.

Historic Environment:

Site lies within Lochlands Roman camps scheduled ancient monument. Development would have significant impact on the monument and would be contrary to national policy.

MIR Ref: FAL/B/16 **Site Name:** Lochlands Industrial Estate 3, Larbert

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 23.5 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:**Proposed Plan Ref:**

The site lies partly within scheduled ancient monument, giving rise to major archaeological impacts. Site lies within green belt and, given its scale, would give rise to significant landscape impacts. Area has green network potential associated with the River Carron corridor.

Accessibility:

Overall accessibility: Low

Moderate/low accessibility to local centre (Larbert)

Part of site is within reasonable walking distance of bus and train services.

Vehicular Access:

Large site that would use Lochlands Loan for access. Consideration would have to be given to improvements to Lochland Loan and accesses to accommodate additional vehicular traffic.

Road Network Capacity:

This development will have a major impact on the A803/A883 Corridor. The A803 route currently experiences peak time congestion and as a result a Transport Assessment will be required taking account of the cumulative impact of this and FAL/B/15. This will identify the impact of the development on this corridor and propose mitigation measures to deal with any impact.

The allocation of all of the sites affecting the radial routes into Falkirk will be dependent on the available road capacity. Where there are physical constraints to providing new road capacity any additional allocation in those areas should be treated with caution.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley WTW - 2000

A surface water strategy, showing proposed outfall, would be required.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

The site is in close proximity to the River Carron and, given the size of the site, a FRA could be requested in relation to impact on the river.

Air Quality:

Extent of air quality/noise/odour issues likely to be dependent on nature and scale of industrial activity, although site is fairly well removed from residential areas.

Soil:

The site is not prime agricultural land.

Education Capacity:

N/A

Community Infrastructure:

Business development so no impacts anticipated.

Green Belt:

Located within the green belt. Development of the site would represent a very large scale intrusion into the Larbert/Falkirk Green belt, compromising the objectives of protecting landscape setting and avoiding coalescence of the two communities.

Green Network:

Potentially part of the Lower Carron green corridor. Site extends westwards to the River Carron, with potential adverse implications for any future access or greenspace proposals in the river corridor.

Landscape:

In Falkirk-Denny LCU & in Greenbelt. Flat arable land with minor slope to S, on elevated plateau relative to land to S & W. Landscape impacts if developed would be moderate to major due to scale of area, loss of arable land and 'closing off' of open land forming greenbelt that extends eastwards into Falkirk along the Carron.

Visual impact from roads to south and through site moderate, with greatest impact from A883 & roundabout, resulting in loss of rural character. Visual impact from open countryside to W & SW & from Falkirk Wheel would be moderate, but could be clearly visible if site developed.

If site nevertheless developed, major structure planting would be required on all boundaries.

Ecology:

There is currently a large green wedge of open space running from the river and open countryside to the west, through this site to the golf course, cemetery, river and playing fields to the east. This corridor/wedge is ecologically important and forms part of a larger green network associated with the river Carron. Development of this site could sever that network, having significant ecological impacts. Ideally this site should be retained as open space. If development takes place on this site, only a small proportion of the site (to the north / northeast) should be developed and the remainder retained and enhanced for biodiversity.

The northeastern tip of the site is adjacent to the River Carron. If development takes place a habitat buffer between the developed area and the river and floodplain would be required. This buffer should be big enough to help retain an effective wildlife corridor adjacent to the river.

There is a small area of scrub, rough grassland and burn/ditch on the eastern edge of the site adjacent to the railway. This habitat should be retained and enhanced with additional landscape planting and habitat creation.

Historic Environment:

Site lies partly within Lochlands Roman camps scheduled ancient monument. Development would have significant impact on the monument and would be contrary to national policy.

MIR Ref: FAL/B/17 **Site Name:** Smith Street, Falkirk

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 0.3 ha **Capacity:** 10-20 **Type:** Brownfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site is a brownfield site which could potentially accommodate some residential development. However there are potential constraints associated with the proximity of the Northern Distributor Road, and any proposal would have to be looked at on its merits. Inclusion of the site as part of a business area with potential for redevelopment is the most appropriate response.

Accessibility:

Overall Accessibility: High

High accessibility to primary school and local centres (Bainsford and Grahamston)

The site is within reasonable walking distance of bus and rail services.

Vehicular Access:

Site is bounded to the north by the A9 bypass and to the east by Mungaland. Both are local distributor roads and as such no access can be taken from them to the site. The only possible access would be at the present site access off Smith Street. The main direction of travel for pedestrians is likely to be through Smith Street to bus services on Main Street. However, Smith Street from Mungaland to Hendry Street is a sub standard private road. If Smith Street was upgraded and became part of the adopted road network, the site could be developed for housing.

Road Network Capacity:

Given the size and scale of the development there would be little impact on the surrounding road network.

Water/Drainage Constraints:

Dalderse WWTW - 1747
Carron Valley - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

A surface water drainage strategy would be required. Surface water discharge to the public sewer network would be subject to the consent requirements of Scottish Water and the system designed to meet Falkirk Council's requirements for 1 in 100 and 1 in 200 year storm events.

Air Quality:

Potential air and noise quality issues through proximity to Northern Distributor Road/Mungaland Roundabout, and also adjacent industrial premises.

This is 1.2km from West Carron Landfill. Occupiers of the site may experience occasional odour nuisance affecting the amenity of the site.

Soil:

Potential remediation benefits through redevelopment of brownfield site.

Education Capacity:

The site lies in the catchments of Bainsford and St Francis RC primary schools and the secondary catchments are Falkirk High and St Mungo's RC High. Bainsford primary is at medium risk of capacity pressures from committed sites but St Francis should see relief from pressure when the new St Bernadette's in Stenhousemuir opens later this year. St Mungo's has medium term capacity risks. This small site could generate only 5 ND pupils and it is likely that a developer contribution would be required only to mitigate the cumulative pressure at St Mungo's.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and the site enjoys reasonable access to most facilities. Overall, there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar park, Dollar Park, Abbotshaugh and the Falkirk Wheel. However, the mungaland area where the site is located has poor access to local parks.

Green Belt:

No.

Green Network:

None. Not part of the Green Network

Landscape:

LCU Lowland River Valleys: Falkirk-Denny Urban Fringe Unit

Site is in a prominent location, so there are potential townscape benefits through redevelopment.

Boundary design/treatment important to ensure any proposed development provides both a buffer and an attractive frontage to the road. Note there is a level change/retaining wall within the site.

Ecology:

No apparent ecological issues

Historic Environment:

None.

MIR Ref: FAL/B/18 **Site Name:** Grangemouth Road, Falkirk (Forth Valley College Site)

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Post MIR Site

SiteSize 11.4 ha **Capacity:** 150 **Type:** Part brownfield / part greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H32/INF23

Summary:

The site is within the urban area, currently occupied by Forth Valley College, and as part of plans to redevelop the campus, provides a good opportunity for new housing. There are substantial areas of open space and trees within the site which would have to be taken into account. A green network opportunity exists to contribute to an east-west open space corridor through the site. There will be a need to contribute to road network improvements in the vicinity which are planned as part of the adjacent Falkirk Gateway development.

Accessibility:

Overall Accessibility: High/Moderate

High accessibility to local primary school

High/moderate accessibility to Falkirk Town Centre

The site is within reasonable walking distance of bus services

Part of the site is within reasonable walking distance of rail services

A footpath link along the western boundary would provide a link between the proposed site and Victoria Primary School and Grangemouth (this will formalise a desireline that currently exists at the Forth Centre).

Vehicular Access:

Both sections of this site already have good access to the local road network and there is some scope to increase the number of accesses to both sides of Middlefield Road.

Road Network Capacity:

The development of this site will have a major impact on the surrounding local road network in particular Westfield Roundabout, Middlefield Road / Grangemouth Road and Thornhill Road / Ladysmill junctions. There may be wider impacts at M9 Junction 6.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley - 2000

The redevelopment should be on a separate sewer system with surface water being discharged to a watercourse via SUDS. 2 levels of SUDS required since low dilution.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

A surface water drainage strategy would be required. The surrounding area is very flat and watercourses in the locus are subject to flooding. Surface water drainage would, therefore, be designed to Falkirk Council's requirements, with a discharge rate of 3.2 l/sec/ha, and proposed floor levels set to provide the freeboard appropriate to the level required to comply with climate change at the time development proposals are submitted.

Air Quality:

Potential noise/air quality issues on Grangemouth Road frontage.

Soil:

Redevelopment would result in reuse of some brownfield land.

Education Capacity:

Site lies within catchments of Victoria and St Andrews RC primary schools and Graeme and St Mungo's RC High schools. The site would generate c37 ND primary pupils which could likely be absorbed by Victoria school which currently has no capacity pressures. Graeme High likewise has no capacity pressures. However the RC schools do have issues, St Andrew's in the short term and St Mungo's in the medium terms, and proportionate developer contributions are likely to be required to deal with those pressures.

Community Infrastructure:

Falkirk has a high level of community infrastructure and, although location on the eastern edge of the town, the site enjoys reasonable access to most facilities. Overall there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park and the Falkirk Wheel. Site enjoys proximity to Victoria Park, and the Helix.

Green Belt:

No.

Green Network:

Significant part of site is open space, including playing fields, a substantial part of which is likely to have to be retained and integrated into any redevelopment. Opportunity for site to contribute to a strategic east-west corridor of greenspace connecting Victoria Park (and the Town Centre) to the Helix.

Landscape:

Very prominent site, the redevelopment of which will have a significant impact on the quality of the eastern approach to Falkirk.

LCU: Lowland River Valleys: Falkirk-Denny Urban Fringe Unit.

Open space areas, with a parkland character, provide an attractive frontage to Grangemouth Road and Middlefield Road & these should be retained in proposed layout as they positively contribute to the amenity of the approach to Falkirk. The woodland strip between Middlefield Road and the playing field should also be retained. The site's boundaries are mostly defined by hedgerows and trees and should be retained where possible and mitigated for if removal necessary.

A tree survey of whole site is required, this should record any trees adjacent to the site. Wherever possible existing trees should be retained. A bat survey of the trees is advisable

A comprehensive landscape masterplan required for whole site.

Ecology:

Mature boundary trees may be of ecological value. Potential to retain or mitigate for loss.

Open area in northeast of site may have some ecological value. Opportunity to retain and enhance some of the existing areas of openspace to the north of the site to benefit biodiversity.

Has been historical communication regarding possible great crested newts on site. However, a subsequent survey reported no appropriate habitat for newts. May be a requirement to check for appropriate newt habitat but mitigation/protection should be possible if found necessary.

No other apparent ecological issues.

Historic Environment:

None

MIR Ref: FAL/B/19 **Site Name:** Windsor Road, Summerford

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 1.0 ha **Capacity:** 24

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site comprises passive open space which, although of limited recreational value, contributes to the amenity of the area.

Accessibility:

Overall accessibility: High/Moderate

High/moderate accessibility to local primary school

High accessibility to local centre (Camelon)

The site is within reasonable walking distance of bus and rail services

Vehicular Access:

Access issues dealt with through planning application.

Road Network Capacity:

The allocation of this site will impact on the A803 corridor and in particular Glenfuir Road / Camelon Road and Rosebank Roundabouts. If the site is allocated a contribution should be sought towards the works identified for the A803 as part of the corridor study.

Water/Drainage Constraints:

Dalderse WWTW - 1747

Carron Valley - 2000

A surface water drainage strategy for the site would be required. SUDS with an impermeable base may be required to prevent flushing of contamination.

Major Hazard Constraints:

None

Flood Risk/Water Quality:

There is a culverted water course within the proposed development site, which would require to be accommodated in any development design. Discharge to the culvert would have a maximum flow rate of 3.2 l/sec/ha. A flood risk assessment, for the culvert and possible impact downstream of the point of connection, would be required.

Air Quality:

None.

Soil:

Chromium contamination affected land immediately south of this area.

Education Capacity:

Catchment schools are Bantaskine and St Andrews RC primaries, and Falkirk and St Mungo's RC High schools, with only Falkirk High experiencing no capacity pressures. This relatively small site could generate 6 ND pupils. Bantaskine Primary is projected to be at high capacity mainly due to the impact of the large Tamfourhill proposal, but, under current conditions, could absorb the intake from this site. The high pressure at St Andrews should be relieved slowly when the new RC primary at Antonhill comes on stream. Medium term cumulative impact capacity pressures at St Mungo's can be addressed through developer contributions.

Community Infrastructure:

Falkirk has a high level of community infrastructure, and the site enjoys reasonable access to most facilities. Overall, there is a good supply of open space in the town, with particularly good access to high quality strategic facilities such as Callendar Park, Dollar Park, Abbotshaugh and the Falkirk Wheel. The site enjoys good access to greenspace locally at Summerford park and the Canal.

Green Belt:

No.

Green Network:

Site is passive open space, potentially forming part of greenspace corridor connecting Summerford Park to the south with the canal corridor to the north.

Landscape:

Within Falkirk-Denny Urban Fringe LCA. Gently south sloping site of public open space, open to Windsor Road and Summerford. Avenue of mature trees along southern boundary and tree group in north western part of site - major landscape feature that must remain. Development feasible, but would result in loss of open space; effective protection of mature tree cover would be essential, with appropriate landscape treatment and linkage with adjacent open space.

Ecology:

Potential bats in mature boundary trees - checks would be required. Ideally mature trees should be retained.

Potential to retain and enhance some of the openspace to benefit biodiversity, particularly in association with the adjacent Summerford Park.

No other apparent ecological issues.

Historic Environment:

Close to the Antonine Wall WHS and although not within Buffer Zone, it is intervisible with the line of the wall and there may be impacts on the setting of the WHS.

Grangemouth

MIR Ref: GRA/B/02 **Site Name:** Mid Newlands

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 12.3 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is located in an important area of green belt where further development would contribute to the coalescence of Grangemouth with Falkirk/Polmont. It is also within the buffer zone of the Antonine Wall WHS. It is also considered that Grangemouth has adequate industrial land within the urban limit.

Accessibility:

Overall accessibility: Low/Moderate

Moderate accessibility to nearest local centre (Laurieston)

The site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Access would need to be to Icehouse Brae. Sufficient land would need to be available to form an access in compliance with DGCS.

Road Network Capacity:

The allocation of this site will have a major impact on the surrounding road network in particular Icehouse Brae North, Icehouse Brae Roundabout, M9J6 and M9J5. A Transport Assessment will be required to assess the impact of this development on the junctions listed above. Contributions will be required towards mitigation works at M9J5 and M9J6.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Dalderse WWTW - 1747

27" and 36" trunk mains cross the site

Major Hazard Constraints:

The site is partially located within the outer zone of a consultation distance however industrial development is generally acceptable in the outer zone.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from the small watercourse. There is a history of flooding in this location. Majority of the development site is developable. Development should only occur outwith the functional floodplain.

Water Quality - Small burn runs through E of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

The site is adjacent to a residential property however it is an established industrial area with warehousing to the north of the site and the M9 to the east.

Soil:

The site is not prime quality agricultural land.

Education Capacity:

N/A

Community Infrastructure:

Business development proposed so no issues likely.

Green Belt:

The site is in the green belt. This is a relatively narrow part of the green belt between Grangemouth and Falkirk/Polmont where further development would undermine its functionality.

Green Network:

The site is part of the Falkirk/Grangemouth green corridor and within the Helix project boundary.

Landscape:

LCU Coastal Margins; Grangemouth to Bo'ness Flats. Flat open agricultural land adjacent to distribution depot/industrial area. W & N boundary defined by fence and hedge; E boundary screen planting to M9; S boundary undefined. If developed major impact on adjacent dwellings, rights of way & Ice House Brae road users. Moderate/low impact on A9, M9 users & dwellings in Laurieston. Retain existing vegetation and include structure planting within and to boundaries of site.

Ecology:

A habitat buffer would be required along the burn/drain to the north of this site. Water voles have historically been reported from this burn, as such appropriate water vole surveys and, if necessary, protection would be required. Where possible trees/hedges should be retained or their loss mitigated by appropriate on-site planting. No other ecological issues.

Historic Environment:

The site is within the Antonine Wall WHS Buffer Zone and any proposal would require to be assessed in terms of its impact on the setting of the WHS.

MIR Ref: GRAB/03 **Site Name:** Inchyra Hotel

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 13.0 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is located in an important area of green belt where further development would contribute to the coalescence of Grangemouth with Polmont. It is within the Antonine Wall WHS buffer zone. It is also considered that Grangemouth has adequate industrial land within the urban limit and that there are adequate strategic business sites identified elsewhere.

Accessibility:

Overall accessibility: Low/Moderate
Moderate accessibility to nearest local centre (Polmont)
Part of the site is within reasonable walking distance of bus services.
The site is not within reasonable walking distance of rail services.

Vehicular Access:

Access would be to Grange Road.

Road Network Capacity:

The allocation of this site will have a major impact on the surrounding road network in particular Wholeflats Road, Inchyra Road, and M9J5. A Transport Assessment will be required to assess the impact of this development on any junctions listed above. Contributions will be required towards mitigation works at M9J5.

Water/Drainage Constraints:

The site is low lying and bounded to the north and west by the flood relief chammel, which would not be considered as a discharge point for surface water. A surface water drainage strategy, indicating the proposed outfall, would be required.

30" tunk main crosses the site

Major Hazard Constraints:

A small part of the site is within the outer zone of a consultation distance which would be unlikely to have any adverse impact on the development of the site. 2 Pipelines cross the site and while there are wayleave impacts they are not at present major hazard pipelines although they could potentially be reclassified as such in the future.

Flood Risk/Water Quality:

Flood Risk - Not all the area is likely to be available for development. A flood relief channel formed as part of the Grange Burn flood prevention scheme flows to the north of this development. SEPA have no information regarding the standard of design of this flood prevention scheme. FRA required.

Water Quality - Grange Burn flood relief channel runs along W and N boundary of site - the burn is currently in trapezoidal concrete channel and the development is probably the only significant opportunity to deliver habitat restoration here.

Air Quality:

There are unlikely to be any major issues if the site is developed for class 4 business use.

Soil:

The site is not prime quality agricultural land.

Education Capacity:

N/A

Community Infrastructure:

Business development proposed so no issues likely.

Green Belt:

The site is located within a narrow part of the green belt between Grangemouth and Polmont and it is considered that it plays an important role in preventing the coalescence of these settlements.

Green Network:

Part of the Falkirk/Grangemouth green corridor. Scale of site gives good potential for landscape, habitat and access improvements.

Landscape:

LCU Coastal Margins; Grangemouth to Bo'ness Flats Unit. Open, flat, semi natural, remnant hedges with occasional trees to boundaries. Drainage ditch along N & W boundaries.

If site developed major impact on hotel and road users on Grange Road and Inchyra Road. Moderate impact to dwellings Old Polmont and sports ground users. Landscape structure planting and boundary treatments/screening required.

Ecology:

Buffer between development and flood relief channel required. Opportunities to enhance the ecological value of the flood relief channel and habitat adjacent to it.

Hedges/trees/scrub should be retained where possible and loss of such features mitigated by appropriate on-site planting.

Care should be taken due to the presence of Japanese Knotweed at various points close to the existing buildings.

Historic Environment:

The site is within the Antonine Wall WHS Buffer Zone and any proposal would require to be assessed in terms of its impact on the setting of the WHS.

MIR Ref: GRA/B/05 **Site Name:** Little Kerse, Wholeflats Road

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Preferred Site (2014-2024)

SiteSize 0.0 ha **Capacity:** **Type:** Part brownfield / part greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: ED18

Summary:

This is an established outdoor recreational use which it is considered has potential for further development related to the established use and appropriate to its green belt and countryside location.

Accessibility:

Overall Accessibility: Low

Low accessibility to local primary school

Low accessibility to local centres

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

This area has good road access from the M9 Motorway, via Cadgers Brae Roundabout, Inchyra Road, A905 Wholeflats Road and Grange Road. Depending on proposals for the site, the junction at Wholeflats Road/ Grange Road may need some work and the site access from Grange Road may require some upgrading.

Road Network Capacity:

This site will have a major impact on M9 Junction 5 and Wholeflats Road including the junction with Inchyra Road. If this site is allocated in the Local Development Plan a Transport Assessment will be required and contributions sought to mitigate the impact on M9 Junction 5.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Kinneil Kerse WWTW - 1985

There are two 30" trunk mains and one 10" main running through this site.

There is a 975mm combined sewer running through the site and there seems to be a pumping station on the site.

There are surface water drainage ditches, a watercourse and Grangemouth Flood Relief Channel in the immediate vicinity of the proposed site, therefore, a flood risk assessment would be required. The site is also on the edge of SEPA's indicative flood map.

A surface water drainage strategy would also be required, indicating the proposed outfall for surface water.

Major Hazard Constraints:

The site is within the outer zone of a major consultation distance and any proposal would require to be assessed against PADHI. The potential increase in numbers of people in the outer zone would have to be considered.

Flood Risk/Water Quality:

FRA will have to take into account all watercourses and the two main watercourses (Millhall Burn and Reddoch Burn) should be incorporated within one model. Culverts and associated footbridges should be incorporated within the models. Liaise with Falkirk flood officer to determine impact of flood relief channel to north which does not offer any protection to the proposed site.

A channelized concrete Rannoch Burn flood relief channel runs along N boundary of site. This development is an opportunity to naturalise this by habitat enhancement and restoration. This enhancement could extend further upstream along the length of the channel until it reaches the Grange Burn. This channel is not a water body itself, but would benefit from restoration. NB no morphology impacts shown on GIS, but is severely impacted by this channelisation

Air Quality:

The site is within the Grangemouth AQMA. However, this is associated with industry emissions rather than transport related emissions and the development of the site would be unlikely to affect this.

This is in fairly close proximity to Avondale Landfill. Occupiers of the site may experience occasional odour nuisance affecting the amenity of the site.

Soil:**Education Capacity:**

N/A

Community Infrastructure:

N/A

Green Belt:

The site is in the Green Belt.

Green Network:**Landscape:**

In Grangemouth to Bo'ness Flats LCA. Flat site with existing use as sports facility and single building. Boundaries fences with sporadic tree / hedgerow cover. N boundary to watercourse and A905, W boundary to minor road with access point, sporadic dwellings / sloping landform to N, paddocks with steadings to E. Within greenbelt; sensitive landscape effect if further developed for built sports facilities beyond current usage. Essential that boundary tree cover remains and that this is strengthened around the boundaries and internally if future development of facilities is proposed. Only expansion of playing field facilities that would be in keeping with greenbelt would be appropriate in landscape and visual terms.

Ecology:

Care would be required adjacent to the channel to the north of the site. However, there is potential to provide a habitat buffer adjacent to this channel significantly improving its biodiversity value.

Checks for protected species (particularly otter and water vole) may be necessary but protection/mitigation should be possible.

Opportunity to retain, enhance or create boundary features, areas of trees and other features to benefit biodiversity.

No other apparent ecological issues.

Historic Environment:

Within the Antonine Wall World Heritage Site buffer zone.

MIR Ref: GRA/C/01 **Site Name:** Wood Street 3**Proposed Use:** Residential**MIRStatus** Committed Site Proposed for Deletion**SiteSize** 7.0 ha **Capacity:** 30 **Type:** Brownfield**Proposed Plan Status** Partly Allocated**Proposed Plan Ref:** H34**Summary:**

Hazard consultation zones impose constraints on the site. Wood St is characterised by mixed usage with business and industry and warehousing as well as housing. Frontage onto Beancross Road too. Continued reservation as business opportunity is no longer considered justified. It is proposed to identify it as a business area with potential for alternative uses to reflect the potential for change in the area while acknowledging that there are constraints on the site. Part of the site is now minded to grant for 30 housing unit and this is reflected as an allocation in the plan.

Accessibility:

Overall accessibility: Moderate

High/moderate accessibility to local primary school

Moderate accessibility to nearest local centre (Grangemouth TC)

Part of the site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

The vehicular access arrangement would require to comply with DGCS requirements for visibility, junction spacing, etc. This would be dictated by the number of units proposed for such an extensive site. Alteration to Wood Street could be required. Wood Street is of a width to accommodate the existing industrial use, but alterations may be necessary to provide a road more appropriate to residential traffic.

A TA could be required, subject to the number of units proposed for the development site. Output from the TA will inform what works could be required to accommodate vehicles in the existing road network. TPU will advise on this matter.

The internal road layout will be designed to comply with the DGCS current at the time of submission of a planning application for residential development on this site.

Road Network Capacity:

The allocation of this site will impact on the operation of M9 Junctions 5 and 6 and a contribution to already identified measures will be required if this site is allocated.

A Transport Statement / Assessment will be required to investigate the impact on the surrounding local road network.

Water/Drainage Constraints:

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. The public sewer network may be the only viable outlet for surface water, therefore, design would require to be to discharge rates consented by them and satisfy Falkirk Council's criteria for retention in storm conditions.

Major Hazard Constraints:

Site is within consultation distances of two major hazards. Most of the site is in the middle/outer zone so potential for some housing development. Likely to be assessed as in middle zone.

Flood Risk/Water Quality:

On boundary of indicative flood risk map 1:200 so flood risk assessment required.

Air Quality:

The site is within the Grangemouth AQMA. However, this is associated with industry emissions rather than transport related emissions and the development of the site would not therefore affect this.

Soil:

Possible land contamination due to former land use.

Education Capacity:

No issues.

Community Infrastructure:

Grangemouth has an good range of community infrastructure, and the declining population means that there are no real capacity issues. Whilst there is a good supply of open space overall in the town, there are areas, including the Newlands Road area where this site lies, which have low accessibility.

Green Belt:

No.

Green Network:

Not part of the green network, although wildlife site lies to the north.

Landscape:

LCU Coastal Margins; Grangemouth to Bo'ness Flats. Flat site predominantly industrial, bounded by housing, urban wildlife site and sawmill.

If developed will have major impact on nearby dwellings. No mitigation on site but good screening/tree cover to N from woodland within Jupiter Urban Wildlife Centre. Development should relate to layout/pattern of adjacent streets. Landscape proposals should include planting and open space proposals within development, boundary treatments and buffer planting with native species along boundary with Jupiter Urban Wildlife Centre.

Ecology:

Adjacent Wildlife Site to the north. A landscaped / habitat buffer is likely to be required adjacent to the wildlife site to ensure it is protected. An ecological survey of the western 1/4 of this site may be required as it appears to be a regenerating brownfield site with a significant area of plant cover, including birch regeneration. Should it be shown to be of ecological value some habitat retention and/or habitat creation at this western end may be required.

Historic Environment:

None.

Total no. of records:

4

Larbert & Stenhousemuir

MIR Ref: L&S/B/01 **Site Name:** Bensfield Farm, Stenhousemuir

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 77.8 ha **Capacity:** 1500

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Development of this site would represent a major expansion into the green belt east of Stenhousemuir, with a significant impact on the landscape setting of the settlement. There would be major infrastructural issues, not least the need for a new primary school, and the issue of how secondary education could be provided given capacity problems at Larbert HS. The scale of past and committed growth, and capacity issues at Larbert HS, have led to the adoption of a consolidation strategy for Larbert/Stenhousemuir.

Proposed Plan Ref:

Accessibility:

Overall accessibility: Low/Moderate

High/moderate accessibility to local primary school

Low accessibility to nearest local centre (Stenhousemuir TC)

Part of the site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

This large development site is liable to be phased with potential access to the A88, Waterslap Road and Carronhall Road. These roads are designed for different function e.g. Carronhall Road has limited footway provision and limited visibility. Roundabouts, at appropriate locations could be required for vehicular access.

Site layout to be to DGCS requirements.

Surface water drainage strategy would be required, with surface water drainage designed to Falkirk Council's requirements for storm events and flood risk management.

Road Network Capacity:

Allocation of this site will have a major impact on the A88 and B902 corridors. The B902 currently suffers from peak time congestion and any further development on this corridor will only exacerbate this problem.

If this site is allocated a Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network in particular the junctions on the A88 and B902 corridors and identify any mitigation measures that will be required.

Water/Drainage Constraints:

WTW - Turret/Carron Valley 2000/2000

WWTW - Dalderse - 1747

Issues at the SR (service reservoir) and in the networks may require to be addressed.

Surface water drainage strategy would be required, with surface water drainage designed to Falkirk Council's requirements for storm events and flood risk management.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - There are locations with flood risk in the vicinity of this proposed site. Flood Risk Assessment would be required.

Water Quality - Very large development. 2 level treatment with high quality SUDS essential at this location since small watercourses downstream. Dalderse WWTW capacity likely to be exceeded by this large development. Sewerage system pumping stations and sewer overflows likely to need upgrading.

Air Quality:

Not near AQMA. However, traffic generated from a site of this scale could have significant impact on air quality along northern access corridors into Falkirk.

Soil:

Very small areas of prime quality agricultural land (grade 2)

Education Capacity:

Catchment schools are Carronshore and St Francis RC primaries and Larbert and St Mungo's RC High schools. Three of these schools have capacity issues which in the case of Larbert High are acute. A site of this scale could not be accommodated without consideration of a new ND primary school, as well as major expansion of existing RC primary provision and all secondary provision.

Community Infrastructure:

Larbert & Stenhousemuir is relatively well provided for in terms of community infrastructure with the exception of pressures on certain schools. The site is an extensive one and whilst the south western part of the site may offer reasonable access to some facilities in the town such as the Sports Centre, the eastern and northern parts are increasingly remote and peripheral. This is a large site which is likely to cause capacity issues for a number of community facilities, and will require substantial new community infrastructure integrated into it.

Green Belt:

Site is located in green belt. This area of the green belt functions to protect the landscape setting of Stenhousemuir and to manage the urban growth of Larbert/Stenhousemuir. There are no coalescence issues.

Green Network:

Part of the North Larbert green corridor, offering opportunity for improvement of the urban fringe through planting and access works to restore and connect the remnants of designed parkland landscapes in this area.

Landscape:

Landscape Character Type and Landscape Unit - Lowland River Valleys, Falkirk-Denny Urban Fringe

Local character of site and immediate surrounds – Agricultural, grazing. Agricultural land immediately around site on northern and eastern sides. Agricultural to east. Character - agriculture in an urban edge location influenced by existing residential development to some extent on southern and western boundaries. This is a big site so character of site wrt surroundings depends on location of viewpoint. Open site.

Ground gently rises from edges to centre of site.

Key landscape elements- Fences and hedges, stone wall across site. Low sensitivity to change.

Key views to site & sensitivity of viewpoints - Main viewpoints of site from roads around edge and residential areas on eastern and southern boundaries. Direct views into site from these locations. Views into site from further away limited by buildings and trees in the area, and topography. Viewpoints – medium to high sensitivity as new development would be seen as considerable extension into countryside.

Existing mitigation - Nothing effective

Essential elements of site to be retained if developed - None

Landscape impacts if developed - Loss of area of large area of agricultural ground in an urban edge location.

Visual impacts if developed - Significant extension of urban area of Carronshore

Is site a natural extension to settlement and a good landscape fit? Natural extension – not particularly. This is a very large site which could be sub-divided in a number of ways. There are no obvious boundaries to contain development. Landscape fit reasonably good when seen against existing school and residential areas. Poor when seen against the agricultural ground to the east.

Landscape & visual mitigation required - A network of structure woodland planting, hedges and hedgerow trees, and open space would be useful.

Ecology:

No significant on-site ecological issues apparent.

Potential impacts on farmland birds, scattered boundary trees and scrub. Mitigation possible.

Development of this site would reduce the size and significantly constrict the area of habitat/open space between the eastern fringe of Larbert and the Motorway. Potential significant impact on the ecological value and functionality of this green network. Potential to mitigate impact to some degree by securing significant areas of habitat creation/retention in the north and east of the development site.

Historic Environment:

None.

MIR Ref: L&S/B/02 **Site Name:** Roughlands Farm, Stenhousemuir

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 10.0 ha **Capacity:** 200

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site would represent an extension of the urban area into the green belt, but could be seen as a rounding of the settlement up to Webster Avenue, given development on three sides. Structure planting could be used to mitigate landscape and visual impacts on the east side. However, although there is capacity in the local primary school, development would exacerbate capacity pressures at Larbert HS. The scale of past and committed growth, and capacity issues at Larbert HS, have led to the adoption of a consolidation strategy for Larbert/Stenhousemuir.

Accessibility:

Overall Accessibility: Moderate

Moderate accessibility to local primary school

Low/Moderate accessibility to nearest local centre (Stenhousemuir TC)

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This site is divided by the north end of Roughlands Drive. This is at present a section of road, subject to a 40mph speed limit, with no footway. Roughlands Drive would require to be upgraded, with footway provision and street lighting, and access from the development sites designed to DGCS requirements, current at the time of any application. Access to Carronhall Road, which is also subject to a 40mph limit, with restricted footway provision, would also require to be designed to DGCS requirements and accommodate access to development on site L&S/B/01. A TA may be required.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

Allocation of this site will have a major impact on the A88 and B902 corridors. The B902 currently suffers from peak time congestion and any further development on this corridor will only exacerbate this problem.

If this site is allocated a Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network in particular the junctions on the A88 and B902 corridors and identify any mitigation measures that will be required.

Water/Drainage Constraints:

WTW - Turret/Carron Valley 2000/2000

WWTW - Dalderse - 1747

Issues at the SR (service reservoir) and in the networks may require to be addressed.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site. Turret Water Main runs through site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk. However, developer may suggest disposal of surface water from development to the Chapel Burn. The Chapel Burn has a history of flooding, therefore, a Flood Risk Assessment would be requested.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream.

Air Quality:

Not near AQMA. Possible issues associated with busy B902 adjacent to site.

Soil:

Not prime agricultural quality land.

Education Capacity:

Catchment schools are Carronshore and St Francis RC primaries and Larbert and St Mungo's RC High schools. Three of these schools have capacity issues, which in the case of Larbert High are acute. Pressures at St Francis should be relieved when the nearby Antonshill RC primary opens.

Community Infrastructure:

Larbert & Stenhousemuir is relatively well provided for in terms of community infrastructure, with the exception of certain local schools. The site at Roughlands is well positioned for access to Stenhousemuir Sports Centre, but is more remote from the facilities within Stenhousemuir Town Centre. The major linear park along the Chapel Burn and the sports area at the Sports Centre are both reasonably accessible to the site.

Green Belt:

Site is located in green belt. The function of the green belt in this location is to protect the landscape setting of Stenhousemuir and to manage the urban growth of the Larbert/Stenhousemuir area.

Green Network:

Adjacent to the North Larbert green corridor. Although separated from it by Webster Avenue, planting within the site could contribute to the network.

Landscape:

Townscape. Forms a logical extension to the NE of Stenhousemuir, being infill in nature and contributing to a rounding off of the urban limit at this location. Webster Avenue provides defensible eastern site boundary.

Landscape Character Type and Landscape Unit - Lowland River Valleys, Falkirk-Denny Urban Fringe

Local character of site and immediate surrounds – Agricultural, grazing. Agricultural land immediately around site on northern, western, southern sides. Agricultural to east. Character - agriculture in an urban edge location strongly influenced by existing residential. Open site in an elevated position on generally rising ground.

Key landscape elements of site - Fences and hedges. Low sensitivity to change.

Key views to site & sensitivity of viewpoints - Because of elevated position site visible from many locations particularly to south and southwest. From surrounding area site seen as fields on edge of residential developments. Viewpoints low sensitivity as new development would be seen as filling in gap between existing developments.

Existing mitigation - None

Essential elements of site to be retained if developed - None

Landscape impacts if developed - Loss of area of agricultural ground in an urban edge location.

Visual impacts if developed - Built up area of Falkirk will be seen to extend into agricultural land on the edge of the town. Because of extent of existing housing visual impact low to moderate.

Is site a natural extension to settlement and a good landscape fit? - Natural extension – yes. Landscape fit reasonably good as landscape largely dominated by development.

Landscape & visual mitigation required - A network of structure woodland planting, hedges and hedgerow trees would be useful.

Ecology:

No significant on-site ecological issues apparent.

Limited species-poor hedgerow and potential for farmland birds. Mitigation possible.

Historic Environment:

None.

MIR Ref: L&S/B/03 **Site Name:** Stirling Road, Larbert

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 0.4 ha **Capacity:** 10-12 **Type:** Brownfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

It is considered that residential use would not be compatible with adjacent employment uses. It is also likely that a considerable proportion of the site may be at risk from flooding.

Accessibility:

Overall accessibility: Moderate

Moderate accessibility to local primary school.

Moderate accessibility to nearest local centre (Larbert).

Site is within reasonable walking distance of bus services.

Site is within reasonable walking distance of rail services

Vehicular Access:

Vehicular access would be to Stirling Road, designed to DGCS requirements; as would the site layout.

Road Network Capacity:

This site is adjacent to the A9 Stirling Road and will have an impact on the already peak time congested junction of the A9 / A803 at the Roman Bar in Camelon and a detrimental affect on the operation of Larbert Cross.

Water/Drainage Constraints:

WTW - Turret/Carron Valley 2000/2000

WWTW - Dalderse - 1747

Issues at the SR (service reservoir) and in the networks may require to be addressed.

A surface water drainage strategy would be required, with design to Falkirk Council's requirements for storm events. Scottish Water and SEPA comments would be required for this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Developable area will be seriously constrained by flood risk. The site is immediately adjacent to watercourses at a locus with a known history of flood events. Due to brownfield nature, mitigation measures can be implemented to overcome flood risk on the condition that it does not increase the risk of flooding to neighbouring areas. A FRA is required to establish the risk of flooding from the River Carron and small watercourse.

Water Quality - Site should be connected to foul sewer. Carmuir's Burn runs along eastern periphery of site - should not be culverted to enable development and opportunities to deliver habitat restoration should be harnessed. Carmuir's Burn is currently seriously impacted from ferruginous inputs a considerable distance upstream associated with a historic fireclay mine. Potential to ask for developer contribution to install some treatment - would also add value to development as burn currently unsightly.

Air Quality:

Adjacent to A9 and adjacent non-residential uses so potential noise issues.

Soil:

Brownfield site may have been used for industry, therefore contamination may be an issue.

Education Capacity:

Catchment schools are Larbert Village and St Francis primaries and Larbert and St Mungo's High schools. While Larbert Village is no longer in the risk category, following recent extension, all other schools are. However the small scale of this site should be able to be accommodated in all schools with proportionate developer contributions.

Community Infrastructure:

Larbert & Stenhousemuir is relatively well provided for in terms of community infrastructure with the exception of pressures on certain local schools. However, the site is removed from the main urban area and is not particularly accessible to the main facilities within Stenhousemuir Town Centre. The site does not have easy access to useable public open space.

Green Belt:

Brownfield site within green belt. Site forms part of a cluster of development along Stirling Road, and its redevelopment would have no additional impact on the green belt

Green Network:

Although close to the Lower Carron green corridor, its location within cluster of development means it has limited green network potential.

Landscape:

Townscape. Infill or gap site within existing group of buildings.

Landscape Character Type and Landscape Unit - Lowland River Valleys, Falkirk-Denny Urban Fringe

Local character of site and immediate surrounds – Light industrial unit with yard/vehicle parking area to front. Conifer hedge, palisade fence, shrubby trees and mature trees around boundaries. Drainage ditch/burn along east side. Site flat. Area as a whole has industrial/commercial character.

Key landscape elements of site - Building and yard, burn and strip of vegetation down eastern side of site. Large bus garage to east of site. Vehicle dealership to west plus private houses. Linear development along Camelon/Larbert road.

Key views to site & sensitivity of viewpoints - Main view of site from road. Direct views to rear of site from golf course.

Existing mitigation - Nothing effective on site. Existing vegetation along burn does not have significant visual impact. Mature trees on golf course and in garden of adjoining property screen site from these properties.

Essential elements of site to be retained if developed - Burn and associated vegetation should be retained and protected.

Landscape impacts if developed - Minor – could be positive improvement

Visual impacts if developed - Minor – could be positive improvement. Would be an opportunity to get effective screen planting along the site boundary.

Is site a natural extension to settlement and a good landscape fit? -Re-development of the site would not result in an extension of the developed area.

Landscape & visual mitigation required (in addition to existing) - Between golf course and property to west would be beneficial.

Ecology:

No significant ecological issues apparent.

Previously developed site.

Potential impacts on boundary trees and burn. Mitigation possible.

Historic Environment:

None.

MIR Ref: L&S/B/04 **Site Name:** Pretoria Road/Denny Road, Larbert

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.2 ha **Capacity:** 15 **Type:** Brownfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site could be seen as a potential infill site between the Bungalows and development on Denny Road. However, the new access to service development around Larbert House will run through the site, and creates uncertainty around the suitability of the residual areas of land for development. However, the Urban Limit has been adjusted to reflect development to the east of Stirling Road, and now

includes the site within the urban area.

Accessibility:

Overall accessibility: High
High accessibility to local primary school
High accessibility to nearest local centre (Larbert)
The site is within reasonable walking distance of bus services
The site is within reasonable walking distance of rail services

Vehicular Access:

Residential development would require vehicular access from Denny Road. This would be a new access, constructed to DGCS requirements, including visibility. This access would also serve L&S/A/06 and conversion of Larbert House. Site layout to DGCS requirements.

Road Network Capacity:

Unlikely to be any significant issues due to small scale of the site.

Water/Drainage Constraints:

WTW - Turret/Carron Valley 2000/2000
WWTW - Dalderse - 1747

Issues at the SR (service reservoir) and in the networks may require to be addressed.

Surface water drainage strategy would be required. The developer would require to confirm an outfall for surface water. Surface water drainage will be designed to Falkirk Council's requirements for storm events and flood risk management.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - No concerns.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime agricultural quality land.

Education Capacity:

Catchment schools are Larbert Village and St Francis primaries and Larbert and St Mungo's RC High schools. While Larbert Village is no longer in the risk category, following recent extension, all other schools are. However the small scale of this site should be able to be accommodated in all schools with proportionate developer contributions.

Community Infrastructure:

Larbert & Stenhousemuir is relatively well provided for in terms of community infrastructure with the exception of pressures on certain local schools. The site lies approximately 1.4km from Stenhousemuir town centre and about 3.2km from Stenhousemuir Sports Centre. The small number of houses is unlikely to put pressure on existing community infrastructure. The site lies close to parkland associated with the residual estate of the RSNH. The site has been identified as having Larbert & Stenhousemuir is relatively well provided in terms of community infrastructure with the exception of pressures on certain schools. The site lies approximately 1.4 km from Stenhousemuir Town Centre and about 3.2km from Stenhousemuir Sports Centre. The small number of houses is unlikely to put pressure on existing community infrastructure. The site lies close to parkland associated with the residual estate of the RSNH.

Green Belt:

No.

Green Network:

Site is part of the RSNH residual estate which is an important greenspace resource, currently being developed by NHSFV in association with the Forestry Commission, and contributing to the wider North Larbert green corridor. Although the site is on the periphery of the estate, it has been identified as a possible location for community growing/allotments.

Landscape:

Townscape: Surrounded by development to north, east and south. Minor impact on townscape.
 Landscape Character Type and Landscape Unit - Lowland River Valleys, Falkirk-Denny Urban Fringe
 Local character of site and immediate surrounds – Agricultural field on edge of Larbert next to existing NHS buildings.
 Key landscape elements of site - Nothing of note. Boundaries delineated by p&w fences. Low sensitivity to change.
 Key views to site & sensitivity of viewpoints - Limited views into site. Main views from road to Dunipace, hospital buildings and upper-floor rooms of houses on south side of road. Low to moderate sensitivity.
 Existing mitigation - Rhododendron shrubs within site at western end. Trees and shrubs next to western boundary but outside site.
 Rhododendrons on site of low landscape/visual value.
 Essential elements of site to be retained if developed - None
 Landscape impacts if developed - Loss of field next to road.
 Visual impacts if developed - Will bring edge of built up area to road along length of site.
 Is site a natural extension to settlement and a good landscape fit? -Yes
 Landscape & visual mitigation required - Structure woodland planting on western edge of site would be useful to demarcate edge of settlement as a whole.

Ecology:

No significant on-site ecological issues.
 Potential limited impact on farmland birds and birds using scrub (SE corner). Mitigation possible if required.
 Note: Potential to enhance pedestrian entrance to RSNH and to encourage local people to take access to the ecologically important and interesting wider hospital grounds.

Historic Environment:

Site forms part of the former Larbert House estate.

MIR Ref: L&S/B/05 **Site Name:** Hill of Kinnaird 3

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 48.6 ha **Capacity:** 1000 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Development of this site would represent a major expansion into the green belt north of Stenhousemuir, with a significant impact on the landscape setting of the settlement. There would be major infrastructural issues, not least the need for a new primary school, and the issue of how secondary education could be provided given capacity problems at Larbert HS. The scale of past and committed growth, and capacity issues at Larbert HS, have led to the adoption of a consolidation strategy for Larbert/Stenhousemuir.

Accessibility:

Overall Accessibility: Moderate/Low
 Low/moderate accessibility to local primary school
 Low accessibility to nearest centre (Stenhousemuir Town Centre)
 Part of the site is within reasonable walking distance of bus services
 The site is not within reasonable walking distance of rail services.

Vehicular Access:

This is liable to be a phased development for which access arrangements and site layout would require to be designed appropriately, in compliance with DGCS requirements. Access to this large development proposal would require to complement proposals for L&S/A/05 and L&S/A/09.

The construction of a fifth leg to the existing Antonshill Roundabout on the A88, would not be favoured. Access points to a development of this magnitude could involve the construction of new roundabouts, with an internal road hierarchy in compliance with DGCS.

Road Network Capacity:

Allocation of this site will have a major impact on the A88 and B902 corridors. The B902 currently suffers from peak time congestion and any further development on this corridor will only exacerbate this problem.
 If this site is allocated a Transport Assessment will be required by this development to identify the impact it will have on the surrounding road network in particular the junctions on the A88 and B902 corridors and identify any mitigation measures that will be required.

Water/Drainage Constraints:

WTW - Turret/Carron Valley 2000/2000
 WWTW - Dalderse - 1747

Issues at the SR (service reservoir) and in the networks may require to be addressed.

A surface water drainage strategy would be required, indicating proposed outfalls. Surface water drainage will be designed to Falkirk Council's requirements for storm events and flood risk management.

Major Hazard Constraints:

Eastern boundary located adjacent to Major Hazard Consultation Zone associated with Kinnaird House.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk. However, potential receiving watercourses at this location are subject to flooding, therefore, Flood Risk Assessment would be required.

Water Quality - Very large development. 2 level treatment with high quality SUDS essential at this location since small watercourses downstream. Dalderse WWTW capacity likely to be exceeded by this large development. Sewerage system pumping stations and sewer overflows likely to need upgrading.

Air Quality:

Northern part of site may be affected by noise from M9. Not close to AQMA.

Soil:

Most of site is prime quality agricultural land.

Education Capacity:

Catchment schools are Kinnaird and St Francis RC primaries and Larbert and St Mungo's RC High schools. Three of these schools currently have capacity issues, which in the case of Larbert High are acute. A site of this scale could not be accommodated without consideration of a new ND primary school, as well as major expansion of existing RC primary provision and all secondary provision.

Community Infrastructure:

Larbert & Stenhousemuir is relatively well provided for in terms of community infrastructure with the exception of pressures on certain schools. The site is an extensive one and whilst the south western part of the site may offer reasonable access to some facilities in the town the eastern and northern parts are increasingly remote and peripheral. This is a large site which is likely to cause capacity issues for a number of community facilities, and will require substantial new community infrastructure integrated into it.

Green Belt:

Site is located in green belt. This area of the green belt functions to protect the landscape setting of Stenhousemuir and to manage the urban growth of Larbert/Stenhousemuir. There are no coalescence issues.

Green Network:

Part of the North Larbert green corridor, offering opportunity for improvement of the urban fringe through planting and access works to restore and connect the remnants of designed parkland landscapes in this area. Core path crosses the site.

Landscape:

Landscape Character Type and Landscape Unit - Lowland Hill Fringes – East Touch Fringe

Lowland River Valleys – Carse of Forth, East Stirling

Site straddles boundary of above character units

Local character of site and immediate surrounds – Agricultural field on edge of Antonhill in an area that has a rural character weakly to moderately influenced by the adjacent urban area, motorway. Area of ground to west of site already zoned for development which will increase urban influence on landscape character as it is developed. Very open, large site with views right across it and beyond to the north. Woodland beyond site important landscape feature.

Key landscape elements of site - Nothing of particular impact. Hedges and stone wall delineate boundaries. These elements low sensitivity to change.

Key views to site & sensitivity of viewpoints - Road to south and west. Views from motorway. Views from houses closest to site. Ochil Hills visible but probably too far away for site to be a significant landscape feature when viewed from these.

Existing mitigation - None

Essential elements of site to be retained if developed - Non

Landscape impacts if developed - Loss of large area of agricultural land.

Visual impacts if developed - Significant extension of built area into the countryside.

Is site a natural extension to settlement and a good landscape fit? -No.

Landscape & visual mitigation required - Extensive internal and boundary woodland structure planting would be necessary to assimilate this site into the landscape if developed.

Ecology:

No significant on-site ecological issues apparent.

Potential for farmland birds and biodiversity associated with the field boundaries (mainly dykes). Mitigation possible.

Likely impact on the adjacent ancient/long established broadleaved woodland. Mitigation possible with appropriate habitat buffer and enhancement between development and the woodland.

The site contributes to a large area of open habitat sandwiched between the north of Larbert and the Motorway. Erosion of this area will impact on its ecological value both in terms of its ability to sustain a variety of species and its value as a wildlife corridor. This impact will be intensified if site L&S/B/01 is also developed. If development of this site takes place there is a strong argument for creating a substantial and robust area of mixed habitat for biodiversity in the east of the site to ensure this green network continues to function and retains its ecological value.

Historic Environment:

Kinnaird House (B listed) close to eastern boundary, so there are potential significant impacts on setting, and possibly on the remnants of any designed landscape associated with the house.

MIR Ref: L&S/B/06 **Site Name:** North Broomage

Proposed Use: Residential

MIR Status: Non-Preferred Site (2014-2024)

Site Size: 5.0 ha **Capacity:** 100 **Type:** Greenfield

Proposed Plan Status: Not Allocated

Proposed Plan Ref:

Summary:

Development would exacerbate capacity pressure on catchment schools, particularly Larbert Village PS and Larbert HS. The site also has some vehicular access issues due to its backland location, road network issues, and may be subject to noise issues due to proximity to the M876. It also has relatively low accessibility, and is cut off from the rest of the settlement by the A9/Glenbervie roundabout. The scale of past and committed growth, and capacity issues at Larbert HS, have led to the adoption of a consolidation strategy for Larbert/Stenhousemuir. A rationalisation of the Urban Limit to take in existing development to the east of A9 has nonetheless placed part of the site within the urban area.

Accessibility:

Overall Accessibility: Low

Low accessibility to local primary school (Larbert Village Primary).

Low accessibility to Larbert Local Centre.

Site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

The site would appear to have two potential access locations onto the A9. The first, an existing unsurfaced track north of 85 Stirling Road, is in close proximity to the new M876 westbound slip road and would not, therefore, be considered suitable to serve development. The second is via the existing Stirling Road/A9 junction. It may be possible (though to be suitably demonstrated) to re-configure the existing arrangement to form a priority junction between Stirling Road and the new development road. It should be noted at this stage that reconfiguring the existing arrangement to provide a suitable access may introduce visibility concerns which do not presently exist.

Road Network Capacity:

This proposed site will have a detrimental effect on the new M876 Slip Roads at Glenbervie as well as the A88 / A9 corridors including North Broomage and the access roundabout to Forth Valley Royal Infirmary. A Transport Assessment will be required to support any planning application should this site be allocated in the Local Development Plan. The Assessment will highlight any mitigation measures required on the local road network. The current design of the off-ramp (T-Junction) may need to be upgraded depending on the outcome of the Assessment.

Water/Drainage Constraints:

WTW - Turret 2000

WWTW - Dalderse - 1747

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

There is an existing watercourse in the south east of the proposed development site and a flood risk assessment and drainage strategy would be required. The rate of discharge to the watercourse would be restricted to 3.2 l/sec/ha.

Small watercourse runs along southern boundary and is also culverted adjacent to site which will have to be taken into consideration. Vast majority of the development site is developable.

Ditch on S boundary on site should not be culverted

Air Quality:

Adjacent to A9, M876 and slip roads so potential noise issues.

Soil:

Not prime agricultural quality land.

Education Capacity:

The site is within the catchments of Larbert Village PS, St Francis RC PS, Larbert High and St Mungo's High schools. The site has the potential to generate 25 children which would contribute to capacity pressures at Larbert Village PS even though it has already been extended to cope with earlier settlement growth. For RC primary children the location will be rezoned to the new Antonhill school due to open in August 2012, which should relieve pressure in this sector. Larbert High School is at capacity and requires an extension of 300 pupils to relieve pressure. St Mungo's RC High is also operating at high capacity. The site would require to make pro-rata contributions to fund capacity enhancements at Larbert Village PS and both high schools.

Community Infrastructure:

Larbert & Stenhousemuir is relatively well provided for in terms of community infrastructure with the exception of pressures on certain schools. However, the site is relatively remote from most local facilities.

Green Belt:

The site is not located in the Green Belt.

Green Network:

Not part of the green network. No nearby open space provision. On site open space would be essential, provision of a playspace within a parkland setting an absolute minimum.

Landscape:

In East Touch Fringe LCA. Main part of site open grazing, accessible from Stirling Road only. Gentle slope to E. Phone masts on N boundary. Motorway tree planting with fence to N, more open to slip road to SW. Tree / shrub cover / fenced to E side to rear gardens. Visually screened from A9 to E (behind houses) and from motorway; only visible from M876 slip road. High visual sensitivity from adjacent dwellings to E. No overriding landscape visual issues if developed, subject to strengthening of boundary structure planting on E and S boundaries. However, not a natural extension to settlement and physically detached from Larbert, so further residential development would create a detached residential cluster.

Ecology:

Areas of rough grassland, trees and possible brownfield habitat to the east and south of the site may be of ecological value and warrant retention. A survey of these areas would be required.

The areas of pasture are likely to be of limited ecological value.

Historic Environment:

None.

MIR Ref: L&S/C/01 **Site Name:** Hill of Kinnaird 2 (Employment Site)

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Committed Site Carried Forward

SiteSize 10.0 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: ED21

Summary:

A submission has been made to remove this site from the employment use and to re-allocate it for residential or mixed use. It is considered that the location remains a good one for business use, enjoying a high level of amenity, and with accessibility to be further improved through the upgrading of the Glenbervie slip roads. The original mixed use concept behind the Bellsdyke/Hill of Kinnaird masterplan should be respected. Additional housing would put additional pressure on primary and secondary schools which have serious capacity problems.

Accessibility:

Overall accessibility: Low/Moderate
Moderate accessibility to local primary school
Low accessibility to nearest centre (Stenhousemuir Town Centre)
Part of the site is within reasonable walking distance of bus services
The site is not within reasonable walking distance of rail services

Vehicular Access:

Bellsdyke/Hill of Kinnaird masterplan shows vehicular access off Bellsdyke Road as part of main distributor road through the sites.

Road Network Capacity:

Transport assessment carried out for original masterplan. Any change from business to residential would require revision of TA.

Water/Drainage Constraints:

WTW - Turret/Carron Valley 2000/2000
WWTW - Dalderse - 1747

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream.

Air Quality:

Interface between business and residential uses would have to be carefully handled to avoid noise or nuisance issues.

Soil:

The site is prime agricultural land.

Education Capacity:

Catchment schools are Kinnaird and St Francis RC primaries and Larbert and St Mungo's RC High schools. Three of these schools currently have capacity issues, which in the case of Larbert High are acute. This site could accommodate around 250 houses which would generate 62 new pupils in the ND primary sector and 22 in the RC primary sector. Coupled with the impact of 35 additional secondary pupils at Larbert High and 15 more at St Mungo's High this site could only be brought forward with substantial mitigating developer contributions.

Community Infrastructure:

Larbert & Stenhousemuir is relatively well provided for in terms of community infrastructure with the exception of pressures on certain schools. In terms of access to existing facilities, the site is somewhat peripheral to the main settlement, and also to the village centre at Bellsdyke. If changed to residential there would probably need to be commensurate additional contributions to community infrastructure and a review of open space provision within the wider Hill of Kinnaird site.

Green Belt:

No.

Green Network:

Part of the Bellsdyke/Hill of Kinnaird masterplan which is expected to make a contribution to the North Larbert green corridor. Tree belt along eastern boundary.

Landscape:

Site will be bounded by housing to west and north and Bellsdyke Road to south with existing development beyond. Trees along southern, eastern and northern boundaries which should be retained and reinforced where possible.

Ecology:

North Stenhousemuir SINC lies adjacent to the north. Important that sufficient buffer is provided.

Historic Environment:

None.

Polmont Area

MIR Ref: POL/B/01 **Site Name:** Gilston South

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 5.6 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:

The site comprises open countryside alongside the Union Canal, with good green network potential, and no obvious means of access for development. It is prime agricultural land. Development would have significant adverse landscape impacts and an undesirable urbanising effect on the Union Canal, which is a scheduled ancient monument.

Proposed Plan Ref:

Accessibility:

Overall accessibility: Low

Low accessibility to nearest local centre

The site is not within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This is a narrow site sandwiched between the Glasgow – Edinburgh railway line, the Union Canal, and Nicolson Road. It is effectively land-locked as Nicolson Road is not suitable to serve a residential development due to the limitations of its tunnel under the canal and its very narrow bridge over the railway. It is unlikely that a new bridge or tunnel to this site would be viable, and so from a roads point of view it has no access possibilities.

Road Network Capacity:

This allocation would need to be accessed from the A801, however this will impact on the M9 Junction 4 and Bowhouse Roundabout.

Taking account of the planned developments at Gilston and Whitecross there may be capacity issues at M9 Junction 4.

If this site is allocated a Transport Assessment will be required which will highlight the impact listed above and propose relevant mitigation.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Balmore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from the Gilston Burn. Majority of the development site is developable. Development should only occur outwith the functional floodplain.

Water Quality - High quality SUDS essential at this location since small watercourse downstream. Pond exists at NE corner of site - should be kept and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

The site would require mitigation for noise from the adjacent railway to the north.

Soil:

Site is prime quality agricultural land.

Education Capacity:

N/A

Community Infrastructure:

Business use proposed so not relevant.

Green Belt:

No.

Green Network:

The site contributes to the Canal and South Falkirk green corridors, with east-west connectivity provided by canal, and north-south connectivity along Gardrum Burn at east end of site. Potential for extension of tree belts and riparian habitat from south, through the site into Gilston.

Landscape:

LCU Lowland River Valleys, Falkirk-Denny Urban Fringe Unit. (transiton area with Coastal Margins, Bo'ness Coastal Hills unit). Open agricultural grazing, gently undulating, falling towards N. Site bounded by mainline railway to N & Union Canal to S. If developed major impact on towpath & canal users, local farm dwellings and dwellings to west. Site just below ridgeline so is prominent. Not a good extension of urban settlement - "floating" site in area which is rural in character. Landscape masterplan required to include structure planting, planting and open space within development, boundary treatment and links to existing path network.

Ecology:

Potential impact on ecological value of the canal (a SINC) - mitigation may be possible with appropriate buffer beside canal. Ecological value of woodland/mature trees (mainly to east). Retention of main area of trees to east of site required. Mitigation for other tree/scrub loss possible.

Historic Environment:

Potential significant impact on the setting of the Union Canal SAM.

MIR Ref: POL/B/02 **Site Name:** Greenwells Farm East, Maddiston

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 13.8 ha **Capacity:** 300

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site would represent a western expansion of Maddiston/Rumford into the countryside. The site is prominent, and landscape impacts would be significant. Accessibility is only low to moderate. With capacity issues at Maddiston PS limiting the overall scale of growth in the area, this is not considered to be as suitable a site for growth as areas at Parkhall East.

Accessibility:

Overall accessibility: Moderate/Low

Moderate accessibility to local primary school

Moderate/Low accessibility to nearest local centre

Part of the site is not within reasonable walking distance of bus services.

Part of the site is within reasonable walking distance of rail services

Vehicular Access:

This site lies to the immediate west of Rumford and is bounded by the C66 California Road to the south and by the rear of the houses on Bellevue to the north. It could be accessed off California Road to the south if a similar upgrade is carried out as in POL/B/03, with the road widened to 5.5m wide with two 2m wide footways, an approved street lighting system and the 30mph speed restriction would also extended to the west of the site. It could alternatively be accessed through Hamilton Crescent and the various cul de sacs that are served by it to spread and dilute the possible generated traffic movements.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site will have a major impact on the junction of California Road and the B805. The current junction layout may struggle to cope with the level of development proposed for this site. If this site is allocated a Transport Assessment will be required which will highlight the necessary junction improvements required to the local network to deal with the impact of the development.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A basic FRA would be required in the first instance with site layout and watercourse proposal to assess flood risk to the site. Further information may be required should this not adequately assess flood risk to site.

An FRA and details of a sustainable drainage strategy would be required.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Very small burn runs through site - Consider not culverting this and opportunity to deliver habitat restoration should be harnessed

Air Quality:

None.

Soil:

Site is non-prime agricultural land.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require extending to cope with a site of this size, potentially generating 75 ND primary pupils. Developing this site on its own would require developer contributions to cover this risk and those at the other catchment schools, but if other proposals in the area are taken forward their cumulative impact would require further new school provision.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality. The site is not particularly close to any of them.

Green Belt:

No.

Green Network:

The site potentially forms part of the South Falkirk green corridor, with potential for development of tree belts and access opportunities.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban Fringe Landscape Unit. Agricultural grazing land, fields defined by hedgerows with occasional trees. Site slopes down to N, S boundary follows ridgeline. If developed will have a major impact to dwellings to E & N, farm within site, livery to S, and road users to S; medium/major impact to RoW users; medium impact from more distant viewpoints to N of site due to location just below ridgeline. Minimal existing mitigation on site. Natural extension to Maddiston village but will result in further coalescence of Rumford and Maddiston. Landscape proposals should include treatment of boundaries and open space/planting within development as well as reflecting new entrance to village.

Ecology:

No significant ecological issues apparent. Site includes hedgerows with some trees. Any development would need to provide suitable replacement tree/scrub/hedgerow habitat and appropriate boundary treatment. Care required regarding breeding birds.

Historic Environment:

None.

MIR Ref: POL/B/03 **Site Name:** Greenwells Farm West, Maddiston

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 15.5 ha **Capacity:** 300

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Taken along with POL/B/02, the site would represent a major western expansion of Maddiston/Rumford into the countryside. The site is prominent, and landscape impacts would be significant. Accessibility is only low to moderate. With capacity issues at Maddiston PS limiting the overall scale of growth in the area, this is not considered to be as suitable a site for growth as areas at Parkhall East.

Accessibility:

Overall accessibility: Low/Moderate
Moderate accessibility to local primary school
Moderate/Low accessibility to nearest local centre
The site is not within reasonable walking distance of bus services.
Part of the site is within reasonable walking distance of rail services

Vehicular Access:

This site stretches from Greenwells Farm road in the north to the disused railway line adjacent to the Manuel Burn in the south. It has the C66 Smithyhill Road/California Road running through the centre of the site and thus this road would probably be the best form of access to both parts of the site. Where it runs through the site, California Road is a narrow derestricted rural road without footway or street lighting

provision and would be required to be upgraded to a 5.5m wide road with two 2m wide footways and an approved street lighting system. The 30mph speed restriction would also have to be extended to the west of the site. The northern part of the site could be accessed from Belview although this would require some upgrading at the western end and could involve land ownership issues. A TA may be required.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site will have a major impact on the junction of California Road and the B805. The current junction layout may struggle to cope with the level of development proposed for this site.

If this site is allocated a Transport Assessment will be required which will highlight the necessary junction improvements required to the local network to deal with the impact of the development.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable, if not all. Development should only occur outwith the functional floodplain. Review of topographic information may be required at planning application stage to determine whether there is a risk from the small watercourse. Unlikely to be a significant development constraint, if any.

Due to the watercourses at both north and south sides of the site, an FRA and details of a sustainable drainage strategy would be required.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream.

Air Quality:

None.

Soil:

The site is non-prime agricultural land.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require extending to cope with a site of this size, potentially generating 75 ND primary pupils. Developing this site on its own would require developer contributions to cover this risk and those at the other catchment schools, but if other proposals in the area were to be taken forward their cumulative impact would require further new school provision.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality. The site is not particularly close to any of them.

Green Belt:

No.

Green Network:

The site potentially forms part of the South Falkirk green corridor, with potential for development of tree belts and access opportunities.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban fringe, transition with Lowland Plateau, Slamannan Plateau unit. Site lies to either side of California Road; agricultural grazing, sloping away to N from road and gently rolling grazing/gorse to S of road.

If site is developed major impact to residential dwellings to N and E in Rumford and Maddiston, farm dwellings and buildings, road users and RoW users. Large site so consideration could be given to develop only part nearest to Maddiston. Landscape proposals should include treatment of boundaries and open space/planting within development as well as reflecting new entrance to village.

Ecology:

Site is adjacent to two Wildlife sites - Maddiston West and Rumford West. A significant habitat buffer between development and these wildlife sites would be required. This buffer and possibly other habitat/open space creation would need to provide for a robust habitat link between the two wildlife sites.

The area of scrub/trees to the northwest is likely to need to be retained and protected.

Potential ground and scrub nesting birds in the field of rough grassland and scrub to the southwest of the site. May need to be retained (wholly or partially).

Badgers present in wildlife site to the south - protected species survey and potentially mitigation would be required.

Suitable tree/scrub/hedgerow creation within site would be required to mitigate for loss of existing field boundary features.

Historic Environment:

None.

MIR Ref: POL/B/04 **Site Name:** Beancross Road, Polmont

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Preferred Site (2014-2024)

SiteSize 5.4 ha **Capacity:** **Type:** Part brownfield /
part greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: ED24

Summary:

The site comprises the existing Klondyke garden centre and greenfield land to the east. Extension of the site would represent an erosion of the green belt, with potential adverse impact on the Antonine Wall WHS. However, landscape impacts could be manageable, depending on scale of extension, and the overall effect of redeveloping the garden centre site could have positive visual and green network effects. Development would need to be subject to careful scrutiny of effects on green belt and Antonine Wall, and relationship to and impact on M9 Junction 5.

Accessibility:

Overall accessibility: Low/Moderate

Low accessibility to nearest local centre

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

This site is located to the east of the Cadgers Brae Brewers Fayre and the Premier Inn, and bordered by Cadgers Brae Roundabout and the A9 to the north. I assume that the Klondyke Garden Centre is included within this site as the only possible access point on to the A9 is through the Centre's existing access road, where there is the maximum possible distance from Cadgers Brae Roundabout and the existing priority junction.

Road Network Capacity:

The allocation of this site will have a major impact on the surrounding road network in particular Grandsable Road junction, and M9J5. A Transport Assessment will be required to assess the impact of this development on the junctions listed above. Contributions will be required towards mitigation works at M9J5.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding from the Polmont Burn.

With the sites close proximity to the Polmont Burn, a Flood Risk Assessment and details of the drainage strategy and SUDs will be required.

Water Quality - Polmont Burn runs along W side of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Potential noise and air quality issues arising from proximity to M9 J5 and A9.

Soil:

None.

Education Capacity:

N/A

Community Infrastructure:

Business use proposed so not relevant.

Green Belt:

The site is located within the green belt separating Grangemouth from Polmont. Part of site is developed. Greenfield element assists in reinforcing separation of communities. Also contributes to landscape setting of Polmont.

Green Network:

Site forms part of the Falkirk-Grangemouth green corridor and lies within the Helix project area. Tree belts, burn and core path adjacent, offering good potential for green network development.

Landscape:

LCU transition area Lowland River Valleys & Coastal Margins; Falkirk-Denny Urban Fringe and Grangemouth to Bo'ness Flats units. Existing garden centre, on A9, and two grazing fields to east. Land rises gently to SE towards ridge beyond site which gives enclosure to S. RoW runs along southern boundary of site. Existing hedgerows and trees provide some mitigation, small woodland area to N screens site from A9/motorway junction, woodland beyond site boundary to S helps to enclose site. If developed major impact to two dwellings one within site and one immediately to E of site; moderate impact to RoW users, road users and hotel and garden centre visitors. Boundary treatments and appropriate screening required from masterplan to including a green corridor along RoW.

Ecology:

Some ecological impacts likely - mitigation possible.

A habitat buffer would be required between the burn on the western boundary and any development. Mature trees and woodland around much of the site boundary would need to be protected and suitable habitat buffers created to ensure no significant impacts on these features. Ideally any mature trees within the site should be retained, although on-site habitat creation/ planting could mitigate for loss of such features.

Protected species surveys would be required (bat, badger, water vole) where suitable habitat is present, and mitigation/protection adopted as necessary.

Historic Environment:

Site lies adjacent to the Antonine Wall WHS and within the WHS buffer zone, so potential significant impacts on the WHS arising from further extension of existing garden centre site.

MIR Ref: POL/B/05 **Site Name:** Middlerigg, Reddingmuirhead

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 14.7 ha **Capacity:** 200 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Whilst the site could be seen as a rounding off of the urban limit, it would reduce the separate identity of Reddingmuirhead and Wallacestone. Primary school capacity is a serious issue and with no capacity in the catchment school of Wallacestone, rezoning to Shieldhill would be necessary, a situation which would be less than ideal. There are also access issues which would require to be resolved.

Accessibility:

Overall accessibility: Moderate

Low accessibility to local primary school (Shieldhill assuming rezoning)

High/moderate accessibility to nearest local centre (Redding)

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

There are two possible access points. To the east of the site Fairhaven Terrace is an adopted residential road with footway and lighting provision that merges with a farm track at its southern end. Although it would be theoretically possible to access the site from Fairhaven Terrace, land ownership issues could make it difficult. An access on to Wallacestone Brae would also be possible and preferable from a roads point of view, if the correct visibility splays can be achieved.

Road Network Capacity:

A TA may be required to determine the maximum number of dwellings the site could accommodate.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding from the Polmont Burn which flows through the middle of the development site.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Polmont Burn and another small burn runs through site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

Site is non-prime agricultural land.

Education Capacity:

Catchment schools are Wallacestone and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Wallacestone Primary is already operating as a 3 stream school and is at high capacity. There is no further scope to extend the school so pre-zoning the catchment to Shieldhill is a possible option to cope with the likely 50 new ND pupils generated by the development. Developer contributions would also be required to cover the capacity risks at the other catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Reddingmuirhead is somewhat peripheral to the centrally located facilities, but there is a community hall and the Braes HS within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. Reddingmuirhead is one of these areas, so on-site provision of open space would be important.

Green Belt:

No.

Green Network:

Potentially forms part of the South Falkirk green corridor. Polmont Burn corridor provides potentially important feature connecting into the urban area, with potential for enhancement. Core paths run around the periphery of site.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban Fringe unit. Rolling agricultural grazing, small fields with hedgerows/trees; tree lined Polmont Burn runs through site from west to east.

If whole site developed villages of Reddingmuirhead and Wallacestone will coalesce. Development will have major impact on adjacent dwellings in Reddingmuirhead and Wallacestone. Detailed landscape proposals should include green corridor along burn, boundary treatments/buffer planting/open space & planting within development.

Ecology:

Potentially significant ecological impacts - mitigation possible with retention of significant habitat areas/corridors in key locations within site. Polmont Burn runs through middle of the site. To avoid significant impacts a substantial corridor of habitat along the line of the burn will need to be retained and enhanced. No significant obstruction or culverting of the burn (e.g. for a road crossing) will be acceptable.

Wallacestone SINC lies immediately to the south. No negative impacts on the SINC will be accepted. A buffer and suitable protection will be required.

Areas of scrub, hedges and trees within the site should be retained where possible. Where such features are lost suitable replacement planting/habitat creation will be required.

Protected species surveys and protection will be required.

Historic Environment:

None.

Proposed Use: Residential**MIRStatus** Preferred Site (2014-2024)**SiteSize** 7.2 ha **Capacity:** 80**Type:** Part brownfield /
part greenfield**Proposed Plan Status** Allocated**Proposed Plan Ref:** H45**Summary:**

Site is partly brownfield, comprising steading and former nursery. It is detached from the current urban limit, but could form an extension of the existing urban area if considered along with sites POL/B/14 and POL/B/07. The site is relatively low lying in the landscape, with woodland offering containment on the east side, and visual impact could be limited. However, there are potential impacts on the burn corridor which is a SINC, and the amenity of the adjacent core paths, and access issues to be resolved in conjunction with adjacent sites. Primary school capacity is an issue, and development would make the need for an extension at Maddiston PS more likely.

Accessibility:

Overall accessibility: Low/moderate

Moderate accessibility to local primary school

Low accessibility to nearest local centre (Brightons)

Part of the site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

The application site is situated on the northern side of the C 7 Vellore Road in Maddiston. Vellore Road is an adopted, lit, class "C" road with footway provision on the northern side of the carriageway, along the site frontage. The entire frontage of the proposed site is derestricted.

From previous applications there was a requirement from the Transport Planning Unit that the access strategy for this application requires to be considered in tandem with POL/B/14. The existing vehicular access (Parkhall Farm Road) could be used but is not suitable for further development in its current condition and would require upgrading to adoptable standard. It would be likely that the existing bridge adjacent to Kylemore House on Parkhall Farm Road will require to be upgraded or replaced in its entirety.

A TA may be required to determine the maximum number of dwellings the site could accommodate.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site may benefit from any future access to the A801 but this will impact on M9 Junction 4 and Bowhouse Roundabout.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Baltimore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding from the Manuel Burn which flows through middle of site. Majority of the site is developable.

Due to the proximity of the application site to the Manuel Burn, a flood risk assessment and details of the drainage strategy and SUDs will be required.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Manuel Burn runs through site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Sufficient buffer between site and A801 to offset any noise impacts.

Soil:

The site is prime agricultural land

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require further capacity enhancements to cope with the site potentially generating 25 ND primary pupils. Developing this site would require developer contributions to cover this risk and those at the other catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality.

Green Belt:

No.

Green Network:

Potentially contributes of the South Falkirk green corridor, with core path along western boundary, tree belts to east and north, and the riparian corridor of the Manuel Burn cutting through the site.

Landscape:

LCU Lowland River Valleys, Falkirk-Denny Urban Fringe unit. Urban fringe/rural small grazing field, former plant nursery, farm and dwellings. Maddiston SINC runs W-E through site. Woodland belt to E, mature trees along N boundary, hedge to RoW to W, attractive stone wall defines boundary along Vellore Road to S. Developable area of site is restricted by overhead power lines across SW corner of site, need to buffer SINC and existing woodland and trees.

If developed major impact to dwellings within and adjacent to site, RoW users and road users. Landscape proposals should include detail of buffer planting, woodland planting to enhance existing & mitigate for any loss of trees and include links to existing path network.

Ecology:

Maddiston SINC runs W-E through the site - must retain, protect and buffer SINC with appropriate habitat, particularly to the south. Potential impact on woodland within the site and the adjacent woodland to east - woodland retention and a habitat buffer would be required.

Mature field boundary trees - mitigate for loss.

Potential bat and badger activity - checks and mitigation would be required.

The level of habitat retention and creation of habitat buffers beside the SINC and woodland would significantly reduce the area of this site available for development.

Historic Environment:

None.

MIR Ref: POL/B/07 **Site Name:** Parkhall Farm 2, Maddiston

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 4.3 ha **Capacity:** 40

Type: Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H44

Summary:

The site is located between the existing Parkhall site and the Parkhall farm steading (POL/B/06), and already accommodates a SUDs pond for the existing Parkhall development. It is relatively low lying in the landscape, and could provide reasonable landscape fit, with appropriate mitigation. However, there are potential impacts on the amenity of the adjacent core paths, and the power line across the site is a constraint. Primary school capacity is an issue, and development would make the need for an extension at Maddiston PS more likely.

Accessibility:

Overall accessibility: Low/Moderate

High/moderate accessibility to local primary school

Low accessibility to nearest local centre (Brightons)

The site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

The site which is subject to a current planning application would be taking access off a proposed roundabout which has already had outline consent granted. This proposed roundabout has been designed to distributor road standard with the appropriate capacity. Thus the existing access road and the proposed roundabout would be acceptable to serve a development of this size. The proposed roundabout has been designed as a distributor road with the possible intention of creating a distributor link from the north leg of the roundabout to the A801 farther to the east.

A TA may be required to determine the maximum number of dwellings the site could accommodate, and due to the proximity of the Manuel Burn, this site would require an FRA and details of a sustainable drainage strategy.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site may benefit from any future access to the A801 but this will impact on M9 Junction 4 and Bowhouse Roundabout.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Baltimore WTW - 2000

Major Hazard Constraints:

None. OH electricity powerline runs across site.

Flood Risk/Water Quality:

Flood Risk - on the condition that the layout proposed is similar to 10/0258 application there is no issue with flood risk.

Water Quality - No concerns

Air Quality:

None.

Soil:

The site is prime agricultural land.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require further capacity enhancements to cope with further development in its catchment. However this site is relatively small and proportionate developer contributions should be enough to cover this risk and those at the other catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality.

Green Belt:

No.

Green Network:

Potentially contributes of the South Falkirk green corridor, with core path and the riparian corridor of the Manuel Burn along the southern edge of the site. SUDs pond has been developed in the southern part of the site.

Landscape:

LCU Lowland River Valleys, Falkirk-Denny Urban Fringe unit. Agriculture with tree lined boundary to N and remnant hedge to S boundary. SINC adjacent to S of site. Developable area of site constrained by overhead power lines and need for a buffer to SINC and existing mature trees.

If developed major impact on adjacent dwellings and RoW users. Landscape proposals should include boundary treatment, buffer planting, internal planting/open space and integrate site into landscape.

Ecology:

Maddiston SINC adjacent to the site to the south. A habitat buffer would be required adjacent to the SINC to ensure it is protected from negative impacts.

Loss of field boundary trees could be mitigated.

No other on-site ecological issues.

Historic Environment:

None.

Proposed Use: Residential**MIRStatus** Non-Preferred Site (2014-2024)**SiteSize** 38.0 ha **Capacity:** 800**Type:** Greenfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

The site is large and very prominently situated as part of a ridge, the north slopes of which slope down to an attractive rural section of the Union Canal. Development would have very major landscape impacts, impacts on the canal, as well as impacts on the various ecological sites within and adjacent to the site. The intention would be to develop it in conjunction with POL/B/09 to the south, accessed off a distributor road from the A801, the feasibility and impacts of which are unclear. Development of this scale would require major new educational infrastructure, with a new primary school and secondary school extension.

Accessibility:

Overall accessibility: Low/Moderate

Moderate/Low accessibility to local primary school

Moderate/Low accessibility to nearest local centre (Brightons)

The site is not within reasonable walking distance of bus services.

Part of the site is within reasonable walking distance of rail services

Vehicular Access:

This site is located to the north of Nicolton Road, it is bordered to the north and east by the Union Canal and to the west lies adjacent to an existing residential area. The roads network within the residential area to the west is unsuitable to serve a site of this size as is Nicolton Road, and so again this site would have to be served by the proposed distributor class road running through POL/B/09 and POL/A/09, from the B805 to the A801.

Road Network Capacity:

This allocation will have a major impact on local infrastructure in particular the B805 and B810 corridors. Junctions on the B805 and B810 currently exhibit peak time congestion and a development of this scale will add considerably to this congestion.

If this site is to be allocated an access to the A801 would probably be required, however this will impact on the M9 Junction 4 and Bowhouse Roundabout. Taking account of the planned developments at Gilston and Whitecross there will not be ample capacity at M9 Junction (this includes the mitigation already planned as a result of these two developments).

If this site is allocated a Transport Assessment will be required which will highlight the impacts listed above and propose relevant mitigation.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Baltimore WTW - 2000

Major Hazard Constraints:

None. An OH powerline crosses the site.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding. Majority of the development site is developable. Development should only occur outwith the functional floodplain.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Manuel Burn runs through site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None

Soil:

The site is prime agricultural land.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures. Approved catchment rezoning will provide some relief for the Braes and St Andrews, though unlikely to be enough for a site of this scale. Maddiston Primary is already almost at capacity and could not cope with a site of this size, potentially generating 200 ND primary pupils, even with more extension. Bringing this site forward in combination with other large releases in the locality would require further new school provision at primary level and major extensions at Braes High.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. The area of Rumford adjacent to the site does not have any facilities itself, and such a large site would be expected to provide some measure of provision on-site. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. Laurie Park is some 500m from

the site, but such a large site would be expected to provide extensive on-site open space provision.

Green Belt:

No.

Green Network:

The site is a large one which relates to both the canal corridor and the South Falkirk green corridor. It contains important tree belts, a riparian corridor, and core paths which contribute to the green network.

Landscape:

LCU Lowland River Valleys; Falkirk – Denny Urban fringe. Very large rural site, predominantly agricultural grazing fields with hedgerows, also woodland and SINC cover large areas. Ercall Wood TPO lies completely within site, wood also forms part of Rumford East SINC which covers a large area of the site. Hedges and other groups of trees within the site are also important features in the landscape and should be retained where possible. Overhead power lines cross site N-S. Union Canal (SINC) along north boundary is an important landscape feature and well used access route (towpath and canal). Developable area is restricted to area outwith existing designated areas and power lines. Highest part of site lies just below ridgeline and is therefore very visible from middle distance (eg Lathallan junction). If site is developed major impact to adjacent dwellings, canal users and towpath users. Moderate to major impact from middle distance viewpoints. Highest area of site should not be developed. Structure planting required to screen development from middle & distant views to site, buffers required to all designated areas and canal.

Ecology:

SINC - The site includes most of Rumford East SINC. The SINC itself should not be developed. In addition a suitable habitat buffer would be required around the SINC to ensure it is not negatively impacted and to retain sufficient connectivity between all parts of the SINC. Other areas of scrub, trees, watercourses, hedgerow will have some ecological value. Retention or mitigation should be possible for these features.

Potential significant impacts on the canal (a SINC). A suitable habitat corridor/buffer would be required between development and this feature to limit negative impacts.

Protected species - record of badger sett held for the site. Other protected species (e.g. bat, water vole, otter etc. may be present - checks would be required).

The SINC and wider countryside form an important green network. The connectivity of these areas of habitat should not be eroded. Retention and buffering of the designated sites and sufficient retention and mitigation for other habitat features will significantly limit the area of the site available for development and restrict access to the site.

Historic Environment:

The site slopes down on its northern side to the Union Canal, giving potentially major impacts on the setting of a SAM.

MIR Ref: POL/B/09 **Site Name:** Parkhall North 2, Maddiston

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 40.0 ha **Capacity:** 700

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site is large and comprises a prominent ridge, which slopes down steeply to Nicolton Road and the Union Canal. Development over much of the site would have very major landscape impacts. The intention would be to develop it in conjunction with POL/B/08 to the north, accessed off a distributor road from the A801, the feasibility and impacts of which are unclear. Development of this scale would require major new educational infrastructure, with a new primary school and secondary school extension.

Accessibility:

Overall accessibility: Low/Moderate

Moderate/Low accessibility to local primary school (although new PS would be required, presumably within site)

Moderate/Low accessibility to nearest local centre (Brightons)

The site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

This site is located to the south of Nicolton Road and bordered to the east by the A801. Nicolton Road is a narrow rural road and not suitable to serve a development of this size and there should be no vehicular access onto it. The overall masterplan for this area has shown the site to be served by a distributor class road running between the B805 at Maddiston primary school roundabout, to a new roundabout onto the A801 to the north east. This distributor road has been started from the B805 and continues NE through several housing developments to a planned new roundabout within POL/A/09, and is then to continue north and east to a planned roundabout on the A801 just south of Almondhall Farm which will also serve the canal hub development on site POL/B/18 which has recently been granted planning consent.

Road Network Capacity:

This allocation will have a major impact on local infrastructure in particular the B805 and B810 corridors. Junctions on the B805 and B810 currently exhibit peak time congestion and a development of this scale will add considerably to this congestion.

If this site is to be allocated an access to the A801 would probably be required, however this will impact on the M9 Junction 4 and Bowhouse Roundabout. Taking account of the planned developments at Gilston and Whitecross there will not be ample capacity at M9 Junction (this includes the mitigation already planned as a result of these two developments).

If this site is allocated a Transport Assessment will be required which will highlight the impacts listed above and propose relevant mitigation.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Balmore WTW - 2000

Major Hazard Constraints:

None. OH powerline crosses the site.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding. Majority of the development site is developable. Development should only occur outwith the functional floodplain.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Gardrum Burn runs through N side of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

The site is prime agricultural land.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures. Approved catchment rezoning will provide some relief for the Braes and St Andrews, though unlikely to be enough for a site of this scale. Maddiston Primary is already almost at capacity and could not cope with a site of this size, potentially generating 175 ND primary pupils, even with more extension. Bringing this site forward in combination with other large releases in the locality would require further new school provision at primary level and major extensions at Braes High.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. Such a large site would be expected to provide some measure of provision on-site. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality. However, a site of this scale would be expected to provide extensive on-site open space provision.

Green Belt:

No.

Green Network:

The site is a large one which potentially forms part the South Falkirk green corridor. Nicolton Road forms an important wooded corridor, which connects in with the avenue and policy woodland of the Haining

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban fringe Landscape Unit. Large site. Rolling agricultural fields, boundaries defined by hedgerows with trees. Ridgeline runs W-E across site. Avenue of trees from Nicolton Road to The Haining should be retained and protected. Woodland, and parkland trees within site should be retained. Part of Rumford East SINC lies within site. RoWs cross site. Site an important rural landscape and not a natural extension of urban area. Highest part of site along ridgeline and is therefore very visible from middle distance (eg Lathallan junction).

If site developed should be limited to lower areas, outwith tree protection areas and SINC. Landscape proposals should include structure planting, boundary treatments, buffer areas to trees/woodland, SINC and canal.

Ecology:

Potential significant impacts on valuable areas of long established woodland, parkland and mature trees - woodland, parkland and mature trees need to be retained and buffered to protect their ecological value.

Potential impacts on canal SINC - need significant buffer alongside canal.

Badger sett recorded within northern woodland - survey and mitigation would be required. Also high likelihood of bats in mature trees.

Potential impact on adjacent Maddiston SINC and Rumford East SINC (although on other side of minor road) - mitigation possible. Development could have a significant negative impact on the connectivity of the various SINC's and areas of ecologically valuable woodland/parkland in this area, resulting in the isolation of several areas of important habitat. Adequate mitigation of this loss of connectivity would be difficult.

Historic Environment:

Site has an interface with the Union Canal, giving potential significant impacts on the setting of a SAM.

MIR Ref: POL/B/10 **Site Name:** Polmont Park, Polmont

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.7 ha **Capacity:** 45 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Whilst the site offers good accessibility, it would represent a significant intrusion into the green belt, which would weaken its integrity in this location. In landscape terms, the northern section is elevated and potentially prominent. The site is within the Antonine Wall WHS buffer zone, and development could adversely impact on the setting of the WHS.

Accessibility:

Overall accessibility: High/moderate
Moderate accessibility to local primary school
High accessibility to nearest local centre (Polmont)
The site is within reasonable walking distance of bus services.
The site is within reasonable walking distance of rail services

Vehicular Access:

The site is located north of the A803 Polmont Road to the east of Cassell's Bridge. The A803, at this location, is a derestricted, lit, class 'A' road with footway provision on either side. Access to the site could be taken off the A803 in the form of a standard junction with visibility splays of 4.5m x 160m or an appropriately sized roundabout. The 30mph limit may be required to be moved or 40mph introduced west along Polmont Road
For the size of the site it would be unlikely for a TA to be required.

Road Network Capacity:

This site will impact on the A803 which exhibits peak time congestion at its junction with the B810 Station Road in Polmont and the Junction of the B805 in Laurieston. It will also have an impact on the junction of the A803 with Grandsable Road and Grandsable Road and its junction with the A9 Laurieston Bypass. These junctions can show signs of peak time congestion which this site will exacerbate.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - with the site's close proximity to the Polmont Burn, a Flood Risk Assessment and details of the drainage strategy and SUDs will be required.

Water Quality - No Concerns

Air Quality:

None.

Soil:

The site is non-prime agricultural land.

Education Capacity:

Catchment schools are St Margaret's and St Andrews RC primaries and Graeme and St Mungo's High schools. St Margaret's is at less high risk than in the past but would still require developer contributions to deal with the potential 11-12 ND pupils generated from this site. The RC sector schools also have current capacity issues, which could be manageable as a result of approved rezoning elsewhere and developer contributions.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. The site has reasonable access to these facilities. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The site has good open space accessibility, as it is close to Gray Buchanan Park.

Green Belt:

The site lies within the green belt. It contributes to the green belt in terms of protecting the landscape setting of Polmont and providing separation between Grangemouth and Polmont.

Green Network:

The site forms part of the Falkirk- Grangemouth green corridor, with tree belts on north, east and west boundaries, and core path along western boundary. Also forms part of green corridor extending into south into the urban area via Gray Buchanan Park.

Landscape:

LCU: Lowland River Valleys; Falkirk – Denny Urban fringe Landscape Unit. Grassland field to west of Polmont adjacent to A803 boundary defined by stone wall and on other sides by trees and woodland. Highest part of site just to S of N boundary. Site is well screened to W, N & E by trees and woodland. RoW through woodland to west of site.

If site is developed major visual impact to adjacent dwellings, road users on A803, and RoW users. Landscape proposals to include boundary treatments and buffer/protection of existing trees, within & outwith site,. Stone wall to be retained. New woodland planting within site along northern boundary to ensure future screening of development. Links to existing path network.

Ecology:

No significant on-site ecological issues apparent.

Need to protect adjacent woodland and mature trees with appropriate buffer planting around the boundary of the site.

Important to retain the existing habitat (woodland/scrub) in the SE corner of the site which forms a green link into Polmont Park SINC.

This should be retained and enhanced with appropriate habitat creation/enhancement and links into buffer/landscapae planting within the development site.

Historic Environment:

The site lies within the Antonine Wall WHS buffer zone and there are potential impacts on the setting of the WHS, particularly arising from development on the upper (northern) section of the site.

MIR Ref: POL/B/11 **Site Name:** Station Road, Polmont

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 6.2 ha **Capacity:** 120

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site comprises a wedge of countryside alongside the Union Canal which extends into the urban area. It is an important part of the green network in visual, access, and ecological terms, and contributes to the rural character of the Union Canal in this location. Although accessibility is generally good, securing a satisfactory access to the site is potentially problematic. There are capacity issues in both of the relevant catchment schools.

Accessibility:

Overall accessibility: High/moderate

Moderate accessibility to Wallacestone PS, low accessibility to Maddiston PS

High accessibility to nearest local centre (Brightons)

The site is within reasonable walking distance of bus services.

The site is within reasonable walking distance of rail services

Vehicular Access:

This site is a narrow area of land sandwiched between the Glasgow – Edinburgh railway line, the Union Canal to the north and south, and Station Road to the west. The only access point would be from Station Road at a section of the road that is narrow, with poor horizontal and vertical alignment, and at a busy shopping area. For these reasons an access at this location would be difficult to achieve and may need the purchase of land for visibility purposes, and possibly the upgrading of the existing road.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont.

A Transport Assessment will be required to investigate the impact of this site on the B810 corridor in Brightons and Polmont.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Baltimore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - with the site's close proximity to a canal and the Polmont Burn, a Flood Risk Assessment and details of the drainage strategy and SUDs will be required.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Polmont Burn runs through N side of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Site abuts the railway on its northern edge, giving rise to potential noise impacts.

Soil:

The site is non-prime agricultural land.

Education Capacity:

The site straddles the catchments of Wallacestone and Maddiston ND primaries; the other catchment schools are St Andrews RC primary and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Wallacestone Primary is already operating as a 3 stream school and is at high capacity. There is no further scope to extend the school and a re-zoning to Maddiston would only increase accommodation pressure at that school to cope with the likely 30 new ND pupils generated by the development. If that option were chosen as the least worst solution proportionate developer contributions would be required to cover the capacity risks at all the catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. The site has reasonable access to these facilities. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The site has reasonable access to open space, being relatively close to Laurie Park.

Green Belt:

No.

Green Network:

The site forms part of the Union Canal corridor, forming a potentially important linear wedge of countryside between the railway and the canal which extend into the urban area. It also forms part of the Polmont Burn corridor which runs along the western end of the site extends northwards to connect with the Falkirk-Grangemouth green corridor. The site is traversed by a core path

Landscape:

LCU Lowland River Valleys; Falkirk – Denny Urban fringe Landscape Unit. Rural, agricultural grazing bounded by mainline railway to N and Union Canal to S. Polmont Burn defines NW boundary. Existing stone walls to boundaries should be retained. Site lies within rural area which provides buffer between Braes and A801

If developed major visual impact to dwellings on Station Road, canal users and canal towpath users. Moderate visual impact to dwellings Polmont House Gdns, Erskine Hill, Whiteside Loan and Gilston Crescent and train passengers. Landscape proposals to include landscape treatment of boundaries and buffer strips, especially alongside canal. Planting and open space proposals within the development.

Ecology:

Site plays an important role as a wildlife corridor linking a number of nearby locally designated sites to each other and open countryside. Mitigation not considered possible due to size of site.

The site provides a green link/corridor between South Polmont SINC, other areas of open space and (to a slightly lesser extent) Polmont Station SINC and the open countryside to the east and south and the canal (also a SINC). Retention of this corridor is critical and would not be possible with development of this site.

Should development take place a habitat buffer would be required adjacent to the canal SINC and the burn to the northeast of the site.

Historic Environment:

The Union Canal is a SAM, and there are potential adverse impacts on its setting.

Proposed Use: Economic Development (Business/Retail/Leisure)**MIRStatus** Non-Preferred Site (2014-2024)**SiteSize** 5.5 ha **Capacity:** **Type:** Brownfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

Although a contaminated site with history of industrial use, it has regenerated with woodland and now forms an important green corridor which complements the adjacent canal. The site is not particularly accessible to the trunk road network. The Council's travelling peoples' site is adjacent.

Accessibility:

Overall accessibility: Moderate

High/moderate accessibility to nearest local centre (Redding)

The site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access may be available from the end of the road alongside the canal but not clear is sufficient space is available to create the necessary width of access.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site will have a major impact on the junction of California Road and the B805. The current junction layout may struggle to cope with the level of development proposed for this site.

If this site is allocated a Transport Assessment will be required which will highlight the necessary junction improvements required to the local network to deal with the impact of the development.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Carron Valley WTW - 2000

A Flood Risk Assessment will be required.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding. Majority of the development site is developable. Development should only occur outwith the functional floodplain.

Water Quality - Burn runs through site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Potential issues from adjacent industrial estate. The amenity of the adjacent travellers site must also be maintained.

Soil:

Site has potentially high level of heavy metal contamination given previous use as part of ICI Nobel detonator factory.

Education Capacity:

N/A

Community Infrastructure:

Business use proposed so not relevant.

Green Belt:

No.

Green Network:

The site is wooded and forms an important part of the Union Canal green corridor.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban Fringe unit transition with Lowland River Valleys; Falkirk – Denny Urban fringe Landscape Unit. Rural site adjacent to canal, woodland with stands of pine & open glades. Woodland links with Westquarter Burn woodland corridor. Bounded by mainline railway to N. Low stone wall defines boundary with canal towpath. Two paths at W of site link with towpath and wider path network. Travellers site to E is well screened.

If developed major visual impact to dwellings in Redding Park & Overton, canal users and canal towpath users. Moderate visual impact to local farm dwellings, dwellings in Reddingmuirhead, Hallglen and Hillcrest Square. Majority of woodland, hedges and boundary wall should be retained. Landscape proposals should include appropriate boundary treatment/buffer planting to canal towpath and travellers' site.

Ecology:

Predominantly broadleaved woodland with open glades. This established woodland should be retained. Glades/open areas within the woodland are also likely to be of some ecological value and it may not be appropriate for these areas to be developed (depending on the results of a detailed environmental assessment).

The western end of the site lies within Westquarter Burn Wildlife Site. No development should take place within this site. A habitat buffer between the wildlife site and any development would be required.

The adjacent canal is a SINC. A habitat buffer would have to be retained between the canal and any development to protect its ecological value.

The site is likely to provide a valuable extension to the adjacent wildlife site and SINC. On site mitigation for loss of habitat would appear to be difficult due to the size of the site and habitats present.

Historic Environment:

Potential impact on the Union Canal SAM.

MIR Ref: POL/B/13 **Site Name:** Standrigg Road West, Wallacestone

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 12.2 ha **Capacity:** 200

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is a significant one which projects out into the open countryside and does not, on its own, represent a logical extension to the urban area. The site has relatively low accessibility and the local catchment school, Wallacestone PS, has capacity issues.

Accessibility:

Overall accessibility: Low

Low/moderate accessibility to local primary school (Wallacestone)

Low accessibility to nearest local centre (Redding)

Part of the site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

By the C14 Standrigg Road which is a de-restricted road with no footways or lighting. Horizontal and vertical geometry of the road is substandard and visibility from the site is sub-standard and so not favoured to serve any other residential development.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site will have a major impact on the junction of Sunnyside Road and the B805. The current junction layout would struggle to cope with the level of development proposed for this site.

If this site is allocated a Transport Assessment will be required which will highlight the necessary junction improvements required to the local network to deal with the impact of the development.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding. Majority of the development site is developable. Development should only occur outwith the functional floodplain.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Gardrum Burn runs along S boundary of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

The site is non-prime agricultural land.

Education Capacity:

Catchment schools are Wallacestone and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures. Approved catchment rezoning will provide some relief for the Braes and St Andrews. Wallacestone Primary is already operating as a 3 stream school and is at high capacity. There is no further scope to extend the school to cope with a potential 50 more ND primary pupils and there are no 'easy win' rezoning options. If developing this site was packaged together with other large releases in the locality their cumulative impact would generate a requirement for further new school provision at primary level and a major extension to Braes High.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Wallacestone is somewhat peripheral to these centrally located facilities. It has little provision itself, although Braes HS and Wallacestone PS are relatively close. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. Wallacestone is one of these areas, with the local park identified as being only fair in quality.

Green Belt:

No.

Green Network:

The site potentially forms part of the South Falkirk green corridor. The adjacent Gardrum Burn forms an important riparian corridor, whilst community woodland planting to the west connects up with wildlife sites to the north.

Landscape:

LCU; Lowland Plateau; Slamannan Plateau unit. Rural site, agricultural grazing, south facing slope alongside burn. Hedges to field boundaries, trees alongside burn. Site bisected by Standrigg Road, highest/most prominent part of site to N. Young woodland to W and N. If site developed major visual impact to dwellings in Wallacestone, nearby farms and road users on Standrigg Road. Moderate impact to dwellings on Sunnyside Road development and visitors to Wallace's Stone. Existing hedges and trees should be retained and any losses mitigated. Landscape proposals should include appropriate treatment of boundaries, structure planting, green corridor along the burn and open space within the development.

Ecology:

Rumford West Wildlife Site to the south (and partially included within the site). This site must not be developed or negatively impacted. A habitat buffer between the site and any development would be required. Assessment of impacts on the Wildlife Site and appropriate mitigation would be required.

Scrub, trees and hedges within the site should be retained where possible and any losses mitigated by appropriate habitat creation within the site.

Habitat buffers would be required between any development and neighbouring woodland (to the north and west). This (and other open space provision) would have to provide a robust green corridor linking Wallacestone SINC to the north with Rumford West Wildlife Site and the burn corridor.

Badger sett (s) recorded within this site. Appropriate protection will be required which would include retention of habitat and no disturbance in the vicinity of the sett.

Historic Environment:

None.

MIR Ref: POL/B/14 **Site Name:** Parkhall Farm 4, Maddiston

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 1.8 ha **Capacity:** 20 **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H46

Summary:

This is a relatively small site, with limited landscape impact, which could form an eastern extension to the urban area at Maddiston in conjunction with site POL/B/06 and POL/B/07. However, there are potential impacts on the burn corridor which is a SINC, and the amenity of the adjacent core path, and access issues to be resolved in conjunction with adjacent sites. Primary school capacity is an issue, and development would make the need for an extension at Maddiston PS more likely.

Accessibility:

Overall accessibility: Low/moderate
Moderate accessibility to local primary school
Low accessibility to nearest local centre (Brightons)
The site is within reasonable walking distance of bus services.
The site is not within reasonable walking distance of rail services

Vehicular Access:

The site is situated to the north of Vellore Road, to the south of the Manuel Burn and bordered by Parkhall Farm Road to the east. There is a history of flooding on Vellore Road near to this proposed development and so a full FRA will be required along with details of the drainage strategy including SUDs. An access could be taken from Vellore Road if the proper visibility splays are achievable. The existing footway to the north side of Vellore Road would be required to be upgraded to a 2m wide footway and the street lighting system be require some upgrading as well. The 30mph limit to the west of the site will also have to be moved to the east of Parklea.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at it junction with the A803 in Polmont. This site will also impact on Vellore Road and its junction with the B805 in Maddiston.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Baltimore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood risk - Not all the area is available for development. A FRA is required to establish the risk of flooding.

Water Quality - Manuel Burn runs through N side of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

The site is prime agricultural land

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require further capacity enhancements to cope with further development in its catchment. However this site is relatively small and proportionate developer contributions should be enough to cover this risk and those at the other catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality.

Green Belt:

No.

Green Network:

Potentially contributes of the South Falkirk green corridor, with riparian corridor of the Manuel Burn and core path along the northern boundary.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban Fringe unit. Small rural site on edge of village. Manual Burn crosses site, approximately half of site lies within SINC. Hedge encloses site to N and stonewall to S. Park/open space lies to W of site. Development limited to area outwith SINC. If developed major visual impact to users of RoW, adjacent dwellings and park visitors. Proposals should include buffer to SINC using native species, appropriate boundary treatments. Hedge and stone wall should be retained.

Ecology:

Maddiston SINC covers about 50% of this site. No development should take place within the SINC.

To protect the SINC a habitat buffer of at least 10m (possibly more dependant on surveys and impact assessments) would be required between the SINC and any development.

No other on-site ecological issues are apparent but protection of the SINC would significantly reduce the area of this site available for development.

Historic Environment:

None

MIR Ref: POL/B/15 **Site Name:** Sunnyside Road, Rumford

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 2.0 ha **Capacity:** 50

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site could potentially form a natural infill site to the north of Sunnyside Road, surrounded on three sides by development. However there are concerns over the effectiveness of the site in terms of willingness of the current landowner to bring the site forward. The local primary school, Wallacestone PS, also has capacity issues. The site will however remain within the Urban Limit within the Proposed Plan.

Accessibility:

Overall accessibility: High

High accessibility to local primary school

High accessibility to nearest local centre (Brightons)

The site is within reasonable walking distance of bus services.

The site is within reasonable walking distance of rail services

Vehicular Access:

This site lies to the north of Sunnyside Road and although would be served by the same road as POL/B/17, for the size of the site it would be generally acceptable. Along its full length, Sunnyside Road would need upgraded, widened to 5.5m, a full 2m wide footway would be required along the north side of Sunnyside Road, and the street lighting would also likely need to be upgraded. An access on to Sunnyside Road could be possible if the correct visibility splays can be achieved. For the size of the site it would be unlikely for a TA to be required, but an FRA and details of a sustainable drainage strategy would be required.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site will also have an impact on the junction of Sunnyside Road and the B805. A Transport Assessment may be required to look at the impact of this site on the operation of this junction and highlight any improvements that may be required.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - 2 level SUDS treatment since small watercourse downstream.

Air Quality:

None.

Soil:

The site is non-prime agricultural land.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require further capacity enhancements to cope with further development in its catchment. However this site is relatively small (potentially generating 12-13 ND pupils) and proportionate developer contributions should be enough to cover this risk and those at the other catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. The site offers reasonable access to these facilities, and is particularly close to Wallacestone PS. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The site has reasonable access to open space, being relatively close to Laurie Park.

Green Belt:

No.

Green Network:

Site may have some open space potential, connecting South Falkirk green corridor northwards into the urban area.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban Fringe unit. Agricultural grazing fields, south facing with housing to W, N & E and Sunnyside Road to S. Hedge with trees define boundary with road. If developed major visual impact to adjacent dwellings and moderate visual impact to cricket ground users, road users on Sunnyside Road and Greenwells Farm. Proposals should include good frontage design to Sunnyside Road to fit with layout of adjacent development and dwellings to E, appropriate boundary treatment, structure planting, open space within development and path links to existing path network.

Ecology:

No significant on-site ecological issues apparent.
Mature trees should be retained where possible or replaced by appropriate landscaping/planting on-site.

Historic Environment:

None.

MIR Ref: POL/B/16 **Site Name:** Former Maddiston Primary School, Maddiston

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 1.4 ha **Capacity:** 30

Type: Brownfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site has planning permission and is expected to be developed out prior to 2014, so it is not included in the plan.

Accessibility:

Overall accessibility: Moderate
High accessibility to local primary school
Low accessibility to nearest local centre in the hierarchy.
The site is within reasonable walking distance of bus services.
The site is not within reasonable walking distance of rail services.

Vehicular Access:

There is insufficient frontage onto Main Street to satisfy junction spacing therefore vehicular access to the proposed development would require to be taken from either Parkhall Drive or Windsor Crescent with standard junction arrangements. Visibility splays measuring 4.5m x 60m would require to be provided from any access onto either Parkhall Drive or Windsor Crescent. For the size of the site it would be unlikely for a TA to be required. With the sites close proximity to a watercourse, a Flood Risk Assessment and details of the drainage strategy and SUDs will be required.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Baltimore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flooding - No apparent flood risk.

Water Quality - No concerns

Air Quality:

None.

Soil:

Site is brownfield, but no contamination issues expected.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require further capacity enhancements to cope with further development in its catchment. However this site is relatively small (potentially generating 7-8 ND pupils) and proportionate developer contributions should be enough to cover this risk and those at the other catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality.

Green Belt:

No.

Green Network:

No green network issues, although development of site would result in some loss of open space.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban Fringe unit. Urban site, former school & existing community centre with open space to E. Stone wall with railing to school boundary a strong feature. E boundary defined by native hedge. If developed will result in loss of open space and major visual impact to adjacent dwellings. Hedge to E boundary should be retained with buffer planting strip to protect adjacent SINC. Path links from Parkhall Drive to open space to E should be retained. Frontage to Main Street & Parkhall Drive should have strong urban design. Layout to fit with and reflect existing street pattern, include open space and appropriate boundary treatments.

Ecology:

No apparent on-site ecological issues.

Potential impact on adjacent SINC - mitigation possible with appropriate habitat buffer between development and SINC.

Historic Environment:

Former Victorian school is of some architectural merit, although not listed.

MIR Ref: POL/B/17 **Site Name:** Standrigg Road East, Wallacestone

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 21.0 ha **Capacity:** 400

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

It is unlikely such a large site in this location could be satisfactorily served by the existing road network, given junction capacity constraints at the junction with the B805. There is also no capacity in local education infrastructure to accommodate development of this scale. Such a major site would also have significant landscape impacts.

Accessibility:

Overall accessibility: Moderate

High/moderate accessibility to local primary school (Wallacestone)

Moderate accessibility to nearest local centre (Redding)

The site is within reasonable walking distance of bus services.
Part of the site is within reasonable walking distance of rail services

Vehicular Access:

The proposed site lies to the south of the C14 Standrigg Road/Sunnyside Road which was mostly upgraded for the Redrow Housing estate to the north of the road. Although the road has been upgraded along a certain length of this site, to the west Standrigg Road becomes a narrow rural road with no footway provision. To the east of the site Sunnyside Road runs to its junction with the B805 Maddiston Road and is of a substandard width with only one footway which is also of substandard width. The junction with Maddiston Road is also substandard with poor visibility to the north and south. Therefore it would not be considered favourable for a development of this size to be served by the existing road network. Any development on this site would require a TA to determine the maximum number of dwellings the site could accommodate.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site will have a major impact on the junction of Sunnyside Road and the B805. The current junction layout would struggle to cope with the level of development proposed for this site.
If this site is allocated a Transport Assessment will be required which will highlight the necessary junction improvements required to the local network to deal with the impact of the development.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985
Carron Valley WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Due to the proximity of the Gardrum Burn this site would require an FRA and details of a sustainable drainage strategy.

Water Quality - 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Gardrum Burn runs along S boundary of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

None.

Soil:

The site is non-prime agricultural land.

Education Capacity:

Catchment schools are Wallacestone and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures. Approved catchment rezoning will provide some relief for the Braes and St Andrews. Wallacestone Primary is already operating as a 3 stream school and is at high capacity. There is no further scope to extend the school to cope with a potential 100 more ND primary pupils and there are no 'easy win' rezoning options. If developing this site was packaged together with other large releases in the locality their cumulative impact would generate a requirement for further new school provision at primary level and a major extension to Braes High.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Wallacestone is somewhat peripheral to these centrally located facilities. It has little provision itself, although Braes HS and Wallacestone PS are relatively close. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. Wallacestone is one of these areas, with the local park identified as being only fair in quality.

Green Belt:

No.

Green Network:

The site potentially forms part of the South Falkirk green corridor. The adjacent Gardrum Burn forms an important riparian corridor.

Landscape:

LCU Lowland River Valleys; Falkirk-Denny Urban Fringe unit. Large rural site, agricultural grazing. Ground highest at centre of site and falls gently to N and S. Fields defined by remnant hedgerows with trees. Site boundaries defined by Standrigg Road to N and Gardrum Burn to S.

If developed major visual impact to dwellings on Standrigg Road and in Wallacestone. Major landscape change from rural to built. Comprehensive masterplan including boundary treatments, green corridor along burn, structure planting and path links to existing path network required

Ecology:

Rumford West Wildlife Site lies to the south (and partially within) this proposed site, and includes Gardrum Burn. There should be no development within the Wildlife Site. A significant habitat buffer would be required between the wildlife site and any development to protect the designated site and help to protect a robust wildlife corridor along the Gardrum Burn. Trees and hedges within the site should be retained where possible. Any loss should be mitigated by appropriate habitat creation within the site.

If developed this site offers significant opportunities to undertake habitat protection and enhancement (particularly associated with the wildlife site but also elsewhere within the site). This would need to feature strongly in any masterplan for the site.

Historic Environment:

None.

MIR Ref: POL/B/18 **Site Name:** The Haining, Maddiston

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 3.2 ha **Capacity:** 20

Type: Greenfield

Proposed Plan Status Allocated

Summary:

Proposed Plan Ref: H47

The site comprises the wooded policies of the Haining, with associated environmental sensitivities. Nonetheless the site offers some potential for small scale development within the woodland, as part of the wider development of other sites to the south. Confirmation is needed that the site can be satisfactorily accessed from the south, in conjunction with the other sites.

Accessibility:

Overall accessibility: Low/moderate

Moderate accessibility to local primary school

Low accessibility to nearest local centre (Brightons)

The site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services

Vehicular Access:

Existing access, either via the Haining or the Parkhall Farm track, is sub- standard. Suitable upgrading would be required, or a new access provided, in conjunction with the development of other sites in the vicinity.

Road Network Capacity:

The allocation of this site will impact on the B805 corridor which already exhibits peak time congestion at its junction with the A803 in Laurieston. It will also impact on the B810 Station Road which also exhibits peak time congestion at its junction with the A803 in Polmont. The site may benefit from any future access to the A801 but this will impact on M9 Junction 4 and Bowhouse Roundabout.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Balmore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

No known flooding issues.

Air Quality:

None.

Soil:

Site is identified as prime agricultural land.

Education Capacity:

Catchment schools are Maddiston and St Andrews RC primaries and Braes and St Mungo's High schools. All of these schools have varying degrees of accommodation pressures, although for the Braes and St Andrews approved catchment rezoning will provide some relief. Maddiston Primary is already almost at capacity and would require further capacity enhancements to cope with the site potentially generating 25 ND primary pupils. Developing this site would require developer contributions to cover this risk and those at the other catchment schools.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Maddiston is somewhat peripheral to the centrally located facilities, and the school and community hall are the main facilities within the community itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The three identified parks in the Maddiston area provide reasonable access to open space, but are of mixed quality.

Green Belt:

No.

Green Network:

The site is part of the South Falkirk green corridor. Site includes important policy woodland and core path which forms part of north-south corridor connecting Maddiston with Forth & Clyde Canal/Nicolton Road.

Landscape:

Site comprises mature policy woodland, with some clearings, associated with the Haining, which forms a strong landscape feature. Potential for significant landscape impact if woodland is lost or threatened by development.

Ecology:

Potential impacts on woodland habitat. Potential bat and badger activity which would have to be checked.

Historic Environment:

The Haining is a B-listed building and the site comprises part of the wooded policies of the house. Therefore there are potential impacts on the setting of the house and the integrity of what remains of its designed landscape.

MIR Ref: POL/B/19 **Site Name:** Whyteside House Hotel, Polmont

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 0.9 ha **Capacity:** 35

Type: Brownfield

Proposed Plan Status Allocated

Proposed Plan Ref: H50

Summary:

The site forms a brownfield site within the Urban Limit, whose redevelopment for housing would be appropriate, subject to an appropriate scale and density. An appropriate buffer with the adjacent SINC and sensitive boundary treatment will also be required.

Accessibility:

Overall Accessibility: Moderate

Moderate accessibility to local primary school and nearest local centres (Brightons and Polmont)

The site is within reasonable walking distance of bus and rail services.

Vehicular Access:

Vehicular access can be secured from Lewis Road.

Road Network Capacity:

No anticipated issues.

Water/Drainage Constraints:

Baltimore WTW - 2000

Kinneil WWTW - 1985

There are reports of sewerage network issues in the Polmont area which are being investigated with SW.

A surface water drainage strategy would be required. Surface water from the proposed development site would discharge to the Scottish Water sewer network. Scottish Water will, therefore, dictate the rate at which surface water can be discharged to their system.

Major Hazard Constraints:

None

Flood Risk/Water Quality:

A surface water drainage strategy would be required. Surface water from the proposed development site would discharge to the Scottish Water sewer network. Scottish Water will, therefore, dictate the rate at which surface water can be discharged to their system. The system would, therefore, require to be designed to Falkirk Council's criteria for 1 in 100 year and 1 in 200 year storm events, with appropriate SUDS features, for the approved discharge rate.

Air Quality:

None.

Soil:

None.

Education Capacity:

Catchment schools are St Margaret's and St Andrews RC primaries and Graeme and St Mungo's High schools. St Margaret's is at less high risk than in the past but would still require developer contributions to deal with the potential 14 ND pupils generated from this site. The RC sector schools also have current capacity issues, although for St Andrews this should recede after August 2012 due to catchment rezoning elsewhere, but a developer contribution will still be required to mitigate capacity pressures at St Mungo's.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. The site has reasonable access to these facilities. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. The site has good access to the greenspace corridors along the Polmont Burn and Whyteside ridge.

Green Belt:

No.

Green Network:

Lies adjacent to important open space corridors running through Polmont and boundary treatments would be important to ensure amenity and connectivity is maintained.

Landscape:

LCU Lowland River Valleys: Falkirk – Denny Urban fringe Landscape Unit

Site lies within green corridor running through the urban area, ground level falls from north boundary towards south boundary.

Medium visual impact due to change from single building to a number of buildings. Bund to south provides some screening of site from Gilston Crescent together with trees on and adjacent to the site.

Existing trees should be retained & soft landscape buffer retained to the adjacent SINC.

Tree survey required.

Comprehensive landscape plan required.

Ecology:

A habitat buffer will be required adjacent to the SINC to the west to ensure no negative impacts on the designated site.

Opportunity to retain and enhance a habitat corridor running east-west to link the SINC to openspace to the east.

No other apparent ecological issues.

Historic Environment:

None. The existing hotel is a significant local landmark, but is not listed.

MIR Ref: POL/B/20 **Site Name:** Polmonthill

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Post MIR Site

SiteSize 4.1 ha **Capacity:** **Type:** Part brownfield / part greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site lies within the Green Belt, and adjacent to the Avon Gorge SSSI. It is partly brownfield, and well-related to the green network. The site may well have potential for tourism related development, in conjunction with green network improvements, but it is considered that any such proposals are best considered on their merits against the countryside policies, rather than through an explicit allocation in the plan.

Accessibility:

Overall accessibility: Low
Low accessibility to nearest local centre
The site is not within reasonable walking distance of bus or train services

Vehicular Access:

Access to the site is severely restricted in terms of both the vertical and horizontal geometry of the access roads, which are presently subject to a 7.5ton weight restriction from Lathallan Roundabout to Old Polmont and a 3 ton weak bridge weight restriction on the bridge at the River Avon.

Road Network Capacity:

Unlikely to be issues assuming this is a small scale proposal.

Water/Drainage Constraints:

Carron Valley WTW - 2000
Kinneil Kerse WWTW - 1985

This site of a former waste water treatment works, now a pumping station with attenuation tanks, is immediately adjacent to the River Avon and would require a flood risk assessment and surface water drainage strategy.

Major Hazard Constraints:

The site lies within a Pipeline Consultation Zone and partly within a Major Hazard Consultation Zone. This may place constraints on the scale and nature of development.

Flood Risk/Water Quality:

This site of a former waste water treatment works, now a pumping station with attenuation tanks, is immediately adjacent to the River Avon and would require a flood risk assessment and surface water drainage strategy.

Development of this former STW may require careful removal of existing infrastructure (sewage tanks etc) so as not to cause pollution. River Avon along N boundary of site- habitat enhancement and restoration should be harnessed. Infestation of invasive species present on river bank.

Air Quality:

This site is located approximately 200 m from the boundary with Avondale Landfill. Occupiers of the site are likely to experience persistent odour and noise nuisance, which may adversely affect the amenity of the site. Alternative sites that have less opportunity for conflicting landuses to arise should be promoted over this site.

Soil:

Part of site is prime quality agricultural land

Education Capacity:

N/A

Community Infrastructure:

The site is located in the countryside and is relatively remote from community facilities. This may not be an issue assuming any residential development is tourism related.

Green Belt:

The site is located within the green belt on the urban fringe of Grangemouth.

Green Network:

Potentially important part of both the Falkirk/Grangemouth and River Avon green corridors. Located adjacent to the River Avon and including riparian woodland, with potential for access links and habitat enhancement.

Landscape:

LCU Coastal Margins: Bo'ness Coastal Hills Unit

Site in a rural location within Antonine Wall Amenity Zone. Eastern boundary is contiguous with the adjacent Bo'ness Hills AGLV boundary. Part of site lies within Avon Gorge SSSI.
Low lying site within rolling hills, well defined boundaries of hedgerows and river corridor woodland.

Major visual impact, if developed, on views from ski slope & golf course.

Woodland corridor along River Avon must be retained. Opportunity to route part of the River Avon Heritage Route through the woodland. Existing hedgerows should also be retained. Opportunity to enhance the biodiversity & screening value of woodland and hedgerows with

new native planting.

Landscape & visual impact assessment and detailed landscape proposals required at application stage.

Ecology:

This area appears to be a valuable area of open habitat (including woodland, rough grassland and scrub) adjacent to the River Avon.

The woodland bounding the east of the site is part of the Avon Gorge SSSI.

Ideally the site would be retained as woodland and open habitat, forming part of and a valuable buffer to the SSSI and part of the River Avon habitat corridor.

If part of the site were to be developed, the area of SSSI must be retained and protected, the woodland must be retained and protected, a significant habitat buffer would be required between the SSSI/woodland/riverbank and any development: given the importance of the SSSI and proximity of the river a buffer of at least 30m wide is likely to be required.

Retention of some of the area of rough grassland/scrub might be required, following appropriate survey and impact assessment. Protected species surveys (including badger, otter and great crested newt) are likely to be required where suitable habitat exists.

Historic Environment:

The site lies within the Antonine Wall WHS Buffer Zone.

MIR Ref: POL/B/21 **Site Name:** Bo'ness Road, Old Polmont

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 0.8 ha **Capacity:** 15

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site straddles the Antonine Wall WHS and would have significant historic environment impacts. There would also be adverse impact on the green belt. It is also an awkwardly shaped site which does not represent a logical development opportunity.

Accessibility:

Overall accessibility: Low/Moderate

Moderate accessibility to nearest local centre (Polmont)

Low accessibility to local primary school (St Margarets)

The site is not within reasonable walking distance of bus services

The site is within reasonable walking distance of train services

Vehicular Access:

This site can be accessed off Kirk Entry, using the the current church access The site has some restrictions including the Antonine Wall, and the 21m drop from the entrance to the east end of the site and the narrow section to the rear of Smiddy Brae all of which will restrict access to development of the site.

Road Network Capacity:

Scale of site is unlikely to present issues.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Kinneil Kerse WWTW - 1985

There are reports of sewerage network issues in the Polmont area which are being investigated with SW

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

A surface water drainage strategy would be required and the rate of discharge to a receiving watercourse restricted to 3.2 l/sec/ha.

Millhall Burn flows along eastern boundary. Site rises sharply and as a result only the very eastern part of the site could potentially be at risk of flooding. If no development on low eastern part of site then no requirement for FRA.

Air Quality:

This is in fairly close proximity to Avondale Landfill. Occupiers of the site may experience occasional odour nuisance affecting the amenity of the site.

Soil:

None.

Education Capacity:

Catchment schools are St Margaret's and St Andrews RC primaries and Graeme and St Mungo's High schools. St Margaret's is at less high risk than in the past but would still require developer contributions to deal with the potential 4 ND pupils generated from this site. The RC sector schools also have current capacity issues, although for St Andrews this should recede after August 2012 due to catchment rezoning elsewhere, but the site size is just above the threshold where a developer contribution will be required to mitigate capacity pressures at St Mungo's.

Community Infrastructure:

Site is relatively close to Polmont and is able to take advantage of community infrastructure in Polmont.

Green Belt:

Site lies within the Green Belt.

Green Network:

Site is potentially part of the Falkirk/Grangemouth green corridor.

Landscape:

LCU: transition between Lowland River Valleys; Falkirk-Denny Urban Fringe Unit and Coastal Margins:Bo'ness Coastal Hills Unit. Site lies within both Greenbelt and Antonine Wall WHS crosses site west/east.

Site level to western side and slopes steeply to the east which may also limit extent of feasible development. Development of site would have major landscape impact and major visual impact on adjacent residential properties. Medium impact on road users on Bo'ness Road and visitors to Polmont Woods.

Existing trees & woodland should be retained. A tree survey and detailed landscape proposals plan required.

Ecology:

Significant areas of mature trees should be retained. A habitat buffer will be required between any development and the main areas of woodland to protect this valuable feature.

Areas of grassland are likely to be of less ecological interest. Badger, bat and other protected species surveys are likely to be required.

Historic Environment:

Part of site is within the Antonine Wall WHS, which is also a scheduled ancient monument, with the remainder in the Buffer Zone. Development will therefore result in significant impact on the historic environment.

MIR Ref: POL/B/22 **Site Name:** Burns Crescent, Laurieston

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 3.0 ha **Capacity:** 75 approx **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site would have significant adverse impact on the function of the green belt in this location and is therefore not favoured for development.

Accessibility:

Overall Accessibility: High/Moderate

High accessibility to local primary school and nearest local centre

Part of the site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

No access from of A9 to the north or the B805 to the west. Cul de sac to the west of Burns Crescent is problematic since the turning head at any proposed access has footway provision at only one side. To form an access to the proposed site would require land acquisition and this would not be favoured. Park Avenue would be preferred point of access. This road is 6m wide and opens to 9m at the most northerly point with a public footway on both sides where the access road is proposed.

Road Network Capacity:

Transport Assessment likely to be needed depending on the scale of development to assess impact on the local road network.

Water/Drainage Constraints:

Carron Valley WTW - 2000
Dalderse WWTW - 1747

There is a 225mm surface water pipe running through the site, and a 525mm combined sewer.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

A watercourse runs through this site, therefore, a flood risk assessment and surface water drainage strategy would be required for development of this site. The rate of discharge of surface water to the watercourse would be limited to 3.2l/sec/ha.

Watercourse is culverted underneath the A9 and should be assessed in FRA

Burn runs through site- should not be culverted and habitat enhancement and restoration should be harnessed.

Air Quality:

Potential noise issues due to proximity to A9 and B805.

Soil:

None.

Education Capacity:

Catchment schools are Laurieston and St Andrews RC primaries and Graeme and St Mungo's High schools. There are no capacity issues at the ND sector schools. The RC sector schools have current capacity issues, although for St Andrews this should recede after August 2012 due to catchment rezoning elsewhere, but the site would generate on average 6 RC secondary pupils and a developer contribution will be required to mitigate capacity pressures at St Mungo's.

Community Infrastructure:

Laurieston has a range of community infrastructure including community hall, school, health clinic and and some shops and services in the local centre.

Green Belt:

Site lies within the green belt which separates Laurieston from Falkirk and Grangemouth. Green belt is narrow at this point and development would have a serious impact on green belt function in this location.

Green Network:

Part of the Falkirk/Grangemouth corridor, fulfilling important visual role as part of greenspace corridor along A9.

Landscape:

LCU transition between Lowland River Valleys: Falkirk-Denny Urban Fringe & Coastal Margins; Grangemouth to Bo'ness Flats.

Site, which falls gently towards the north, is currently agricultural (grazing) within greenbelt.

Bounded to east by hedge with trees. No physical definition of west boundary & is bisected by burn/hedgerow. North boundary is agricultural fence with roadside planting beyond.

Site is prominent from approaches to Falkirk along A9 (both from north and east) and from B805. If developed it would result in loss of greenbelt. The roadside planting does afford site some screening but is not sufficient to screen new development.

If the site is developed existing trees should be retained. A landscape buffer should also be retained and strengthened with new native planting along the burn, along the eastern and northern boundaries. Opportunities to create path links to existing path network & Helix.

Ecology:

Habitat buffer and enhancement likely to be required along the line of the burn/ditch.

Badger sett and Japanese Knotweed recorded nearby so checks for both would be required although no issues anticipated within the site.

No other apparent ecological issues

Historic Environment:

None.

MIR Ref: POL/B/23 **Site Name:** Westquarter Social Club**Proposed Use:** Residential**MIRStatus** Post MIR Site**SiteSize** 0.3 ha **Capacity:** 12 **Type:** Brownfield**Proposed Plan Status** Not Allocated**Summary:****Proposed Plan Ref:**

Site is appropriate for residential development but is below the size threshold for inclusion of proposals within the Proposed Plan.

Accessibility:

Overall Accessibility: Moderate

High accessibility to local primary school

Moderate accessibility to nearest local centre

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of train services

Vehicular Access:

The existing access roads to the Westquarter Social Club are at present only 3m wide. If consent is granted, Garden Terrace and should be extended to 5m wide with 2m footways on either side of the carriageway. Any internal access roads to houses should exit onto Garden Terrace and not Westquarter Avenue at an appropriate location.

Road Network Capacity:

Small site so no impacts anticipated.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Kinneil Kerse WWTW - 1985

Major Hazard Constraints:

None

Flood Risk/Water Quality:

A surface water drainage strategy would be required. There is a derelict property on the site at present and Scottish Water's requirements regarding the discharge of surface water from new development to their sewer network would impact on surface water drainage provision. Surface water drainage provision must comply with Falkirk Council's requirements for 1 in 100 year and 1 in 200 year storm events.

Air Quality:

None.

Soil:

None.

Education Capacity:

Site lies in the catchments of Westquarter and St Andrew's RC Primaries and Graeme and St Mungo's RC High Schools. This small site would only generate on average 3 ND pupils and 1 RC pupil. Only the RC schools have capacity issues and the small number of potential pupils involved should be absorbed without requiring developer contributions.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. Westquarter is slightly peripheral to the central focus of facilities at Meadowbank, but has its own primary school, with community wing. There is a good supply of open space in the local area.

Green Belt:

No.

Green Network:

None.

Landscape:

LCU Lowland River Valleys: Falkirk-Denny Urban Fringe Unit.

Suburban site within the designed village of Westquarter which is an Area of Townscape Value. Development proposals for the site should therefore be in keeping with the character of the village as set out in EQ13.

Although no trees on the site itself there are a number immediately adjacent which contribute positively to the amenity of the area therefore a tree survey & protection plan should be submitted as part of any planning application.

Ecology:

Care needs to be taken to avoid adverse impacts on the adjacent Westquarter Glen Wildlife Site. However, if development is kept within the currently developed area impacts on the Glen should be minimal. Potential to create a habitat buffer between the development and Westquarter Glen to benefit biodiversity and further protect the designated site. No other apparent ecological issues.

Historic Environment:

Westquarter forms an Area of Townscape value owing to its 'garden suburb' character and origins.

MIR Ref: POL/B/24 **Site Name:** Park Terrace, Brightons

Proposed Use: Residential

MIRStatus Post MIR Site

SiteSize 0.2 ha **Capacity:** 9 (or 16 flats) **Type:**

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site granted planning permission but will be complete prior to 2014, so not included in Proposed Plan.

Accessibility:**Vehicular Access:****Road Network Capacity:****Water/Drainage Constraints:****Major Hazard Constraints:****Flood Risk/Water Quality:****Air Quality:****Soil:****Education Capacity:****Community Infrastructure:****Green Belt:****Green Network:****Landscape:****Ecology:****Historic Environment:**

MIR Ref: POL/C/01 **Site Name:** Gilston

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Committed Site Carried Forward

SiteSize 37.0 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: ED23

Summary:

The site is currently allocated for business use with range of impacts which will require mitigation. Whilst introduction of residential use may not necessarily raise additional environmental issues, it has yet to be demonstrated how residential use could be successfully integrated into the masterplan. The site remains of strategic economic development importance, and residential use could constrain its employment potential. Site is potentially important for green network development with structural landscaping helping to contribute to green corridors in the area.

Accessibility:

Overall accessibility: Low/Moderate

Low accessibility to local primary school.

Low/moderate accessibility to nearest local centre.

Part of the site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Vehicular access to the site is to be from the A803 in accordance with the planning permission for business use. Vehicular access from Gilston Crescent may be possible for a discrete residential development but this remains to be demonstrated

Road Network Capacity:

TA undertaken for business use. This would have to be revised and updated should the mix change to include residential use.

Water/Drainage Constraints:

Kinneil Kerse WWTW - 1985

Balmore WTW - 2000

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding from the Gilston Burn and small watercourse.

Water Quality - High quality SUDS essential at this location since small watercourse downstream. Gilston Burn runs through site - should not be culverted and opportunities to deliver habitat restoration should be harnessed. This development may facilitate a foul sewer connection for the Lathallan House development.

Air Quality:

If residential use is introduced, this may constrain the nature and range of business uses adjacent due to noise/bad neighbour issues.

Odour issues from nearby Avondale landfill.

Soil:

Site is prime agricultural land, but principle of development already established.

Education Capacity:

Catchment schools are St Margaret's and St Andrews RC primaries and Graeme and St Mungo's High schools. St Margaret's is at less high risk than in the past but would still require developer contributions to deal with the potential ND pupils generated from this site, provided the residential component of this site was not excessive. The RC sector schools also have current capacity issues, which should be manageable as a result of approved rezoning elsewhere and developer contributions.

Community Infrastructure:

The Polmont area has a good range of community infrastructure, with a sports centre, library and health centre centrally located at Meadowbank and several community halls distributed around the various constituent communities. The Gilston area has reasonable access to these facilities, although there is no community provision within the area itself. There is a good supply of open space overall in the Polmont area, although accessibility in some areas is deficient. Access to informal passive open space is good in the Gilston area, but access to formal parks and sports areas is not so good.

Green Belt:

No.

Green Network:

Part of the South Falkirk green corridor. Large site with good potential for creating greenspace corridors through site to contribute to the wider green network.

Landscape:

Large and prominent site whose development will have significant impact, but with good scope for mitigation. Landscape and visual assessment carried out in association with previous planning application and landscape structure confirmed through masterplan. Introduction of residential element is unlikely to raise any major additional issues provided overall landscape structure remains robust.

Ecology:

Ecological impact assessment undertaken in association with previous application for business use. Introduction of residential element is unlikely to raise any major additional issues. Major opportunity for habitat improvement.

Historic Environment:

None.

Rural North

MIR Ref: AIR/B/01 **Site Name:** Eastfield 2, Airth

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 18.0 ha **Capacity:** c400 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Development of this site would represent a major expansion of the village into the open carseland to the east, creating a significant landscape impact. The scale of growth is excessive in relation to the size of the village, and there is no strong physical feature to provide an eastern boundary. The northern part of the site is subject to 1:200 flood risk. Due to constraints imposed by school and WWTW capacity an expansion of this nature could not be sustained.

Accessibility:

Overall accessibility: Moderate

High accessibility to local primary school

Low accessibility to nearest recognised centre (Stenhousemuir), although high/moderate accessibility to local shops in village

Part of site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Various locations for vehicular access could be available, subject to land ownership e.g. Banks View, South Green Drive, Kennedy Way and Eastfield Road. For a development of this magnitude more than one access is required (DGCS para. 4.1.2). The existing roads at these locations could require to be upgraded to accommodate additional vehicle movements. This would be confirmed by a TA.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The allocation of this site will have an impact on the A905, and in particular the junction with the M876 at Bowtrees. This junction was upgraded as part of the Clackmannanshire Bridge project and offers additional capacity as a result. However if all the sites within the Airth are allocated the cumulative impact may raise capacity issues. There may also be an increase in traffic through the village of Letham as a result of this.

If this site is allocated then a Transport Assessment will be required to investigate the impact on the surrounding road network.

Water/Drainage Constraints:

Turret WTW - 2000

Airth WWTW capacity is constrained (less than 10 units spare capacity). It is due for expansion in 2010-15 period, but only to take account of current DP commitments.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - The site is on the periphery of SEPA's indicative 1 in 200 year flood map, therefore a flood risk assessment would be required. There could be concerns regarding any proposed land raising within, or in such close proximity to a flood plain. The area is very flat, with very little freeboard provision. A basic FRA (Topographic and culvert information the first instance including an assessment of the 1 in 200 year coastal flood level for the Forth if it is proposed to develop any areas below 6mAOD) with development layout plan will be required at a planning stage to assess risk of flooding. Areas near the watercourse may not be available for development.

Water Quality - No concerns

Air Quality:

Not in AQMA. No issues.

Soil:

No rare soils. Site currently non-prime agricultural land used for arable crops.

Education Capacity:

Airth Primary School is close to capacity and the existing school site is physically constrained. Development of a site of this size would generate between 75 and 100 pupils which is equivalent to an additional 3 classes at primary level. A new site for the school is likely to be necessary to accommodate development of this scale

Community Infrastructure:

A new health centre was opened in Airth in 2009 to cater for previous village growth. Further new housing should help support the local shops in Airth. Airth has a moderate level of open space provision and parts of this site are within 400m of an existing play space and 800m of a sports area. However, a site of this scale would be expected to incorporate significant open space.

Green Belt:

No.

Green Network:

Potentially forms part of Forth Estuary green corridor. Core path runs along southern boundary.

Landscape:

In Carse of Forth - East Stirling LCU. Flat arable land to E of village. If developed, mod landscape impact due to scale of area (change from agric to housing), major visual impact from existing housing to W. Mod - low visual impact from main road / minor road to S & shore to Forth. Mitigating structure planting with open space would be required along E and S boundary if developed to delineate settlement, provide buffer to open countryside and screen from more distant viewpoints to E.

Ecology:

No significant on-site ecological issues apparent.

Proximity to Firth of Forth SPA - Appropriate Assessment will be necessary. Mitigation may be possible depending on nature and scale of development.

Historic Environment:

None identified on site - setting of Airth Castle could be an issue when viewing site from the east, with Castle on skyline

MIR Ref: AIR/B/02 **Site Name:** Airth Mains Farm, Airth

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 12.5 ha **Capacity:** 300

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Development of this site would represent a major expansion of Airth into agricultural land to the west of the village. The site sits on an exposed escarpment and its development would have a major visual impact on views from north-westerly and northerly directions. The scale of growth is excessive in relation to the size of the village. The site has relatively poor access to transport and local services. Due to constraints imposed by school and WWTW capacity an expansion of this nature could not be sustained.

Accessibility:

Overall accessibility: Low/Moderate

High/moderate accessibility to local primary school.

Low accessibility to nearest recognised centre (Stenhousemuir), although high/moderate accessibility to local shops in village.

The site is not within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Roads in the immediate vicinity of this proposed development site would require to be upgraded to accommodate traffic movement generated by a 300 unit development. The development would require two access routes, to comply with DGCS para.4.1.2 and only one, with limited capacity, would appear to be available to the A905. Cemetery Road via the High Street would not be a recommended access for this site. Suitable access could, therefore, be difficult to achieve, without significant investment by a developer.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The allocation of this site will have an impact on the A905, and in particular the junction with the M876 at Bowtrees. This junction was upgraded as part of the Clackmannanshire Bridge project and offers additional capacity as a result. However if all the sites within the Airth are allocated the cumulative impact may raise capacity issues. There may also be an increase in traffic through the village of Letham as a result of this.

If this site is allocated then a Transport Assessment will be required to investigate the impact on the surrounding road network.

Water/Drainage Constraints:

Turret WTW - 2000

Airth WWTW capacity is constrained (less than 10 units spare capacity). Capacity is shortly programmed to be increased in 2010-15 investment period.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk. A flood risk assessment would be required for any receiving watercourse to which surface water is proposed for discharge.

Water Quality - No concerns

Air Quality:

Not in AQMA. No issues.

Soil:

Land currently used for arable agriculture though not in prime quality categories. No rare soils.

Education Capacity:

Airth Primary School is close to capacity and the existing school site is physically constrained. Development of a site of this size would generate around 75 pupils which is equivalent to an additional 3 classes at primary level. A new site for the school may be necessary to accommodate development of this site

Community Infrastructure:

A new health centre was opened in Airth in 2009 to cater for earlier village growth. Further new housing should help support the local shops in Airth. Airth has a moderate level of open space provision and only the northern section of this site has access to a sports area within 800 m and none of it has 400m access to a play area, so on site provision of these would be required.

Green Belt:

No.

Green Network:

Not part of the strategic green network, although a core path runs along the north eastern boundary.

Landscape:

Carse of Forth - East Stirling LCU. Undulating plateau above village, with open views predominantly N facing; unenclosed to E & N in part. Mod - major landscape impact if developed, due to large scale and prominence from NE (Clacks side of Forth). If developed, major visual impact from Dunmore House to N & farm to S, moderate visual impact from eastern side of village and north side of Forth. Mitigating planting required along N & W boundary to define developed area and on E bdy at top of slope to minimise visual impact from E. Low density development incorporating tree planting would reduce visual prominence of any development.

Ecology:

No significant on-site ecological issues apparent.

Buffer likely to be required adjacent to neighbouring ancient woodland, plus retention of any of this woodland within the site - mitigation of ecological impacts possible.

Firth of Forth SPA nearby but reasonably screened from this site so Appropriate Assessment may not be required (SNH would need to be consulted). If needed mitigation should be possible.

Historic Environment:

Possible intervisibility of the site from the Pineapple.

Proposed Use: Residential**MIRStatus** Preferred Site (2014-2024)**SiteSize** 1.0 ha **Capacity:** 25**Type:** Greenfield**Proposed Plan Status** Allocated**Proposed Plan Ref:** H55**Summary:**

The site would represent the northward extension of the village along the A905, matching the extension planned by the existing commitment across the A905. School capacity constraints are significant in Airth, in terms of both Airth PS and Larbert HS, but it is considered that this small site could be accommodated without major additional impact, and is preferred to the alternative of growth at the southern end of the village. Structure planting could mitigate any visual impacts from the northern approaches to the village. The site avoids development of the flood plain and has reasonable accessibility to most local transport and community infrastructure.

Accessibility:

Overall accessibility: Moderate

High accessibility to local primary school.

Low accessibility to nearest recognised centre (Stenhousemuir), although high accessibility to local shops in village.

Site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

The A905 appears to provide the nearest public road for vehicular access. The A905 fronting this site is, however, subject to the national speed limit and access would require to be designed accordingly; accommodating existing and any proposed arrangements for other development proposals at this locus.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The allocation of this site will have an impact on the A905, and in particular the junction with the M876 at Bowtrees. This junction was upgraded as part of the Clackmannanshire Bridge project and offers additional capacity as a result, however if all the sites within the Airth are allocated the cumulative impact may raise capacity issues. There may also be an increase in traffic through the village of Letham as a result of this.

Water/Drainage Constraints:

Turret WTW 2000

Airth WWTW capacity is constrained (less than 10 units spare capacity). Capacity programmed to be increased in 2010-15 investment period, although this is expected to only take account of current DP commitments.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Although site is adjacent to coastal flood envelope, finished floor levels of the development should be located above the level of flood risk. A basic FRA (topographic information the first instance) with development layout plan will be required at a planning stage to assess risk of flooding.

There could be concerns regarding any proposed land raising within, or in such close proximity to, a flood plain. The area is very flat, with very little freeboard provision.

Water Quality - No concerns

Air Quality:

Not in AQMA. Modest scale of site would generate negligible noise and air quality impacts. No odour impacts

Soil:

Site is currently used for agriculture but land is not in the prime quality categories. No rare soils affected

Education Capacity:

Airth Primary School is close to capacity and the existing school site is physically constrained. Development of a site of this size would generate around 8 pupils. At secondary school level the site is within the catchment of Larbert High for ND pupils and St Mungo's for RC pupils, the former of which is already at capacity.

Community Infrastructure:

A new health centre was opened in Airth in 2009 to cater for earlier village growth. Further new housing should help support the local shops in Airth. Airth has a moderate level of open space provision and this site has good access (within 800 m) to a sports area but poor access to play areas.

Green Belt:

No.

Green Network:

Adjacent to Forth Estuary green corridor.

Landscape:

Carse of Forth -East Stirling LCU. Flat arable land with open views. Limited landscape impact if developed. Visual impact major from housing to SE, moderate from road & village approach. If developed, would require planting on NE boundary to delineate settlement and appropriate landscape treatment at road frontage to act as village gateway/ main approach to village.

Ecology:

No significant on-site ecological issues apparent.

Potential impacts on hedgerow and wet ditch could be mitigated.

Proximity to Firth of Forth SPA may necessitate an Appropriate Assessment (consultation with SNH required). Likely to be possible to mitigate impacts.

Historic Environment:

None.

MIR Ref: AIR/B/04 **Site Name:** Eastfield 1, Airth

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.8 ha **Capacity:** 40 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site would represent the southward extension of the village along the A905. School and waste water capacity constraints are significant in Airth. While these should diminish in the medium to long term, it is considered necessary meantime to control further growth of the village accordingly. Growth in this location may have an adverse impact on the setting of Airth Castle, and allocation of a small site at the north end of the village is preferred over this one.

Accessibility:

Overall accessibility: Moderate

High accessibility to local primary school.

Low accessibility to nearest recognised centre (Stenhousemuir), although high accessibility to local shops in village.

Site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Various locations for vehicular access could be available, subject to land ownership e.g. A905 or via AIR/B/01. The existing access to the A905 would require to be upgraded to accommodate vehicular access from a development.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The allocation of this site will have an impact on the A905, and in particular the junction with the M876 at Bowtrees. This junction was upgraded as part of the Clackmannanshire Bridge project and offers additional capacity as a result. However if all the sites within Airth are allocated the cumulative impact may raise capacity issues. There may also be an increase in traffic through the village of Letham as a result of this.

Water/Drainage Constraints:

Turret WTW - 2000

Airth WWTW capacity is constrained (less than 10 units spare capacity). Capacity programmed to be increased in 2010-15 investment period, although this is expected to only take account of current DP commitments.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

The site is on the periphery of SEPA's indicative 1 in 200 year flood map, therefore a flood risk assessment would be required. There could be concerns regarding any proposed land raising within, or in such close proximity to a flood plain. The area is very flat, with very little freeboard provision.

Water Quality - No concerns

Air Quality:

Not in AQMA. No issues

Soil:

No rare soils. Land is not in prime categories.

Education Capacity:

Airth Primary School is close to capacity and the existing school site is physically constrained. Development of a site of this size could generate up to 10 pupils. At secondary school level the site is within the catchment of Larbert High for ND pupils and St Mungo's for RC pupils, the former of which is already at capacity.

Community Infrastructure:

A new health centre was opened in Airth in 2009 to cater for earlier village growth. Further new housing should help support the moderate supply of local shops in Airth. Airth has a moderate level of open space provision and none of this site has reasonable access to existing facilities (400m to a play area, 800m to a sports area) so on site provision would be required.

Green Belt:

No.

Green Network:

Adjacent to the Pow Burn green corridor. Core path runs along southern boundary.

Landscape:

In Carse of Forth - East Stirling LCU. Flat arable land to S of village.

If developed, limited landscape impact and opportunity to improve existing hard boundary to housing. Major visual impact as seen from dwellings to N & mod impact from road. Mitigating structure planting required on S & E boundary, with well designed landscape treatment to road frontage to form gateway to settlement.

Ecology:

No significant on-site ecological issues apparent.

Proximity to Firth of Forth SPA may necessitate an Appropriate Assessment (consultation with SNH required). Likely to be possible to mitigate impacts.

Historic Environment:

None on site but development could affect the setting of the a listed Airth Castle.

MIR Ref: AIR/B/05 **Site Name:** The Glebe 2, Airth

Proposed Use: Residential

MIRStatus

SiteSize 3.8 ha **Capacity:** c.80

Type: Greenfield

Proposed Plan Status Partly Allocated

Proposed Plan Ref: H55

Summary:

Part of this site could be considered as an extension to the adjacent Glebe site, and would represent the northward extension of the village along the A905, complementing the extent of the existing commitment to the west of the A905. The site has reasonable accessibility to most local transport and community infrastructure. However school capacity constraints are significant in Airth, in terms of both Airth PS and Larbert HS, and this issue justifies a restriction of the site area considered for development to that east of A905, with a northern boundary in line with site H53. Limiting site development would allow for some further growth which could be accommodated without major additional impact. Structure planting could mitigate any visual impacts from the northern approaches to the village. Limited development of the site avoids development of the flood plain.

Accessibility:

Overall accessibility: Moderate

High accessibility to local primary school.

Low accessibility to nearest District centre (Stenhousemuir), although high accessibility to local shops in village.

Site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This site straddles the A905 Airth to Stirling road. Due to the horizontal alignment of the A905 in the vicinity of the site, it may prove difficult to achieve a satisfactory access solution to serve the eastern site. Indeed, third party land may be required in order to achieve the necessary visibility splays. Access to the western site presents a similar challenge. Visibility toward the east at the junction between the B9124 and A905, though not measured, appeared to be low. Further development should not be supported from a sub-standard junction

Road Network Capacity:

There are currently no known capacity issues in and around the Airth area. However the introduction of around 80 dwellings at this location will have an effect on the Main Street through the village.

Water/Drainage Constraints:

Turret WTW - 2000

Airth WWTW capacity is constrained (less than 10 units spare capacity). Capacity programmed to be increased in 2010-15 investment period, although this is expected to only take account of current DP commitments.

Major Hazard Constraints:

None

Flood Risk/Water Quality:

A flood risk assessment would be required at planning application stage. There are existing surface water drainage ditches in the immediate vicinity and the site protrudes into SEPA's indicative 1 in 200 year flood map for the Forth Estuary, which will restrict the developable area.

A surface water drainage strategy would also be required.

There could be concerns regarding any proposed land raising within, or in such close proximity to, a flood plain. The area is very flat, with very little freeboard provision.

Will have to assess the flood risk from the small watercourse running along the western boundary, along with the culvert. Downstream boundary should be altered to reflect the change in tide levels.

Burn runs through site- should not be culverted and habitat enhancement and restoration should be harnessed.

Air Quality:

Not in AQMA. Scale of site would generate negligible noise and air quality impacts. No odour impacts

Soil:

Site is currently used for agriculture but land is not in the prime quality categories. No rare soils affected

Education Capacity:

Airth Primary School is close to capacity and the existing school site is physically constrained. Development of a site of this size would generate around 20 pupils. At secondary school level the site is within the catchment of Larbert High for ND pupils and St Mungo's for RC pupils, the former of which is already at capacity. Development of the site would require developer contributions at the very least and may also trigger consideration of catchment rezoning at ND secondary level.

Community Infrastructure:

A new health centre was opened in Airth in 2009 to cater for earlier village growth. Further new housing should help support the local shops in Airth. Airth has a moderate level of open space provision and this site has good access (within 800 m) to a sports area but poor access to play areas.

Green Belt:

No

Green Network:

Adjacent to Forth Estuary green corridor. Provision of on site playspace essential.

Landscape:

Carse of Forth -East Stirling LCA. Flat arable land with open views. Limited landscape impact if developed, but high visual impact as seen from A905; major impact from housing to SE, moderate visual impact from road & village approach. Western part of site bounded by mature trees & hedge (trees to W and S outside site boundary). If developed, eastern site would require screen /buffer planting on NE boundary and on N boundary to B9124 and watercourse to delineate settlement edge; appropriate quality landscape treatment / building design as 'settlement 'gateway' to Airth at road frontage as main approach to village. Essential that development in western area (below manse) should be low density with boundary tree planting, since not a natural extension to settlement on this side. Eastern area's extent should be limited to alignment with eastern edge of Shierlaw Gardens and not extend beyond this line to north east.

Ecology:

No significant on-site ecological issues apparent.

Potential impacts on boundary features but opportunities to mitigate impacts and enhance features.

Proximity to Firth of Forth SPA may necessitate an Appropriate Assessment (consultation with SNH required). Likely to be possible to mitigate impacts.

Historic Environment:

No

MIR Ref: AIR/B/06 **Site Name:** Forthview Golf Range, Airth

Proposed Use: Residential

MIRStatus

SiteSize 3.4 ha **Capacity:** c.60

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Development of this site would represent further southward extension of the village along the A905; the site is currently detached from the nearest built up area. School capacity constraints are significant in Airth, in terms of both Airth PS and Larbert HS, and it is considered necessary to limit further growth of the village accordingly. Growth in this location may have an adverse impact on the setting of Airth Castle, and allocation of a small site at the north end of the village is preferred over this one.

Accessibility:

Overall accessibility: Moderate

High accessibility to local primary school.

Low accessibility to nearest district centre (Stenhousemuir), although high accessibility to local shops in village.

Site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

Road Network Capacity:

There are currently no known capacity issues in and around the Airth area. However the introduction of around 80 dwellings at this location will have an effect on the Main Street through the village.

Water/Drainage Constraints:

Turret WTW - 2000

Airth WWTW capacity is constrained (less than 10 units spare capacity). Capacity programmed to be increased in 2010-15 investment period, although this is expected to only take account of current DP commitments.

Sewage must be connected to foul sewer.

Major Hazard Constraints:

None

Flood Risk/Water Quality:

Around 20% of the site bordering the Pow Burn is in 1:200 fluvial flood risk zone. A flood risk assessment and surface water drainage strategy would be required.

Compensatory storage, for loss of flood plain is liable to be requested and floor levels set with the appropriate freeboard for climate change.

Will have to assess the flood risk from the adjacent watercourse running along the southern boundary, along with the culvert. Downstream boundary should be altered to reflect the change in tide levels. If school proposed, then it should be located outwith the 1 in 1000 year flood event to comply with SPP

Air Quality:

Not in AQMA. Modest scale of site would generate negligible noise and air quality impacts. No odour impacts

Soil:

Site is currently used for recreation but land is not in the prime quality categories. No rare soils affected

Education Capacity:

Airth Primary School is close to capacity and the existing school site is physically constrained. Development of a site of this size would generate around 20 pupils. At secondary school level the site is within the catchment of Larbert High for ND pupils and St Mungo's for RC pupils, the former of which is already at capacity. Development of the site would require developer contributions at the very least and may also trigger consideration of catchment rezoning at ND secondary level.

Community Infrastructure:

A new health centre was opened in Airth in 2009 to cater for earlier village growth. Further new housing should help support the local shops in Airth. Airth has a moderate level of open space provision and this site has good access to a play area (within 800 m) but poor access to a sports area.

Green Belt:

Not in green belt

Green Network:

Adjacent to Forth Estuary component of Green Network. Potential to improve access along the Pow Burn.

Landscape:

In Carse of Forth East Stirling LCA. Flat, arable land surrounds. Bounded by Pow burn to S. Boundary hedges & trees to all sides - and prominent as 'gateway' to Airth from A905. Important to retain any boundary trees and hedges if developed along with screen / buffer planting to open countryside to south and east beside burn; quality landscape treatment / building design at main road frontage would be essential to appearance and approach to Airth if site was to be developed.

Ecology:

Potential impacts on the adjacent Pow Burn - would need retention and enhancement of a significant habitat buffer adjacent to the burn. Any areas of the Pow burn flood plain should be retained as open habitat and enhanced.

Proximity to Firth of Forth SPA may necessitate an Appropriate Assessment (consultation with SNH required). Likely to be possible to mitigate impacts.

Historic Environment:

Development of the site could affect the setting of nearby A listed Airth Castle and Airth Old Parish Church Ancient Monument

MIR Ref: LET/B/01 **Site Name:** Letham East

Proposed Use: Residential

MIRStatus Subject to SPG

SiteSize 2.0 ha **Capacity:** 38

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site assessment carried out as part of SPG process. Consultation with community during SPG process revealed only limited support for new housing in Letham. A lack of services locally and continuing issues with waste water drainage support a view that promoting a site for housing should not be pursued in this LDP.

Accessibility:

*

Vehicular Access:

*

Road Network Capacity:

*

Water/Drainage Constraints:

*

Major Hazard Constraints:

*

Flood Risk/Water Quality:

*

Air Quality:

*

Soil:

*

Education Capacity:

*

Community Infrastructure:

*

Green Belt:

*

Green Network:

*

Landscape:

*

Ecology:

*

Historic Environment:

*

MIR Ref: LET/B/02 Site Name: Letham West

Proposed Use: Residential

MIRStatus Subject to SPG

SiteSize 2.0 ha Capacity: 20-30 Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

Site assessment carried out as part of SPG process. Consultation with community during SPG process revealed only limited support for new housing in Letham. A lack of services locally and continuing issues with waste water drainage support a view that promoting a site for housing should not be pursued in this LDP. Owner of site unwilling to consider for development so site is ineffective in any case.

Accessibility:

*

Vehicular Access:

*

Road Network Capacity:

*

Water/Drainage Constraints:

*

Major Hazard Constraints:

*

Flood Risk/Water Quality:

Air Quality:

Soil:

Education Capacity:

*

Community Infrastructure:

*

Green Belt:

Green Network:

Landscape:

Ecology:

Historic Environment:

MIR Ref: TOR/B/01 Site Name: Woodside Farm, Torwood

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 2.6 ha Capacity: 50 Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is currently used as grazing land, is partly grade 2 prime agricultural land and would form a southerly extension to Torwood, together with the existing allocated Torwood School site. However, the village has poor accessibility to services and community infrastructure. Further housing will put additional pressure on Larbert HS and the overstretched waste water infrastructure. The village has seen considerable incremental growth in relation to its size over recent years, and further significant growth is therefore not considered appropriate.

Accessibility:

Overall accessibility: Low
Low accessibility to local primary school
Low accessibility to nearest local centre (Larbert)
The site is within reasonable walking distance of bus services
The site is not within reasonable walking distance of rail services

Vehicular Access:

Subject to junction spacing and compliance with visibility requirements it may be possible to create a suitable access to the section of A9 on the eastern boundary of this site. This section of A9 is subject to the national speed limit and would dictate design and visibility requirements.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

The allocation of this site will have some impact on the A9 through Torwood. The site will benefit from the M876 Glenbervie Slip Roads which may remove strategic trips from the local road network. The site will impact on the operation of North Broomage Interchange where traffic volumes will increase as a result of the new slip roads. This may cause peak time congestion on the A9 leg of the junction. Should the site be allocated a Transport Assessment may be required to investigate the impact of this development and other developments in the Torwood area on these junctions on the A9 and explore any mitigation measures which may be required.

Water/Drainage Constraints:

Turret WTW - 2000
Less than 10 units capacity at Torwood WWTW although this asset is programmed by Scottish Water for upgrade in period 2010-15.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. There may be a culverted watercourse at the southern end of the site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Flood Risk from small watercourse outwith the site is thought to be small and can be mitigated through adequate site design. A flood risk assessment for the receiving watercourse would require to be submitted.

Water Quality -

Air Quality:

Some noise impacts from A9 road frontage. No proximity to AQMA.

Soil:

Site is agricultural land, currently under pasture. About 30% of the site on the A9 frontage is classed as prime. No known contamination issues. No carbon rich soils present.

Education Capacity:

The site is within the catchments of Larbert Village PS, St Francis RC PS, Larbert High and St Mungo's High schools. The site has the potential to generate 12 ND children. Larbert Village PS has already been extended to cope with earlier settlement growth and is not experiencing any immediate capacity pressures, although they may return in the longer term. For RC primary children the location will be rezoned to the new Antonhill school in 2013 which will relieve pressure in this sector. Larbert High School is at capacity and requires an extension of 300 capacity to relieve pressure. St Mungo's RC High is also operating at high capacity. The site will likely be required to make cumulative impact developer contributions to both high schools.

Community Infrastructure:

Torwood has no community infrastructure, relying on services located in Larbert over 2kms away. The village has no public open space and has poor access to most types of recreational resources except for green corridors and semi-natural woodland, to which access is good. A site of this size would require to provide, at minimum, a children's play area and some passive open space.

Green Belt:

No.

Green Network:

The woodland around Torwood forms an important component of the North Larbert green corridor.

Landscape:

In East Touch Fringe LCU. Flat grazing land surrounded by woodland, with former school & road to E. If developed, major visual impact from houses to SW & mod visual impact from road. If developed, essential landscape mitigation required at road frontage and at SW end to act as gateway to village. Would also require tree retention on boundaries / buffer planting to woodland, to ensure appropriate screening if commercial woodland was ever removed.

Ecology:

No significant on-site ecological issues apparent.

Potential impacts on adjacent woodland (thin strip of birch and then commercial planting. Planted Ancient Woodland site.) Would need to provide a woodland buffer on the southwestern and northern edges, adjacent to existing woodland to mitigate impact.

Historic Environment:

None.

MIR Ref: TOR/B/02 **Site Name:** Castle Crescent North, Torwood

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 3.5 ha **Capacity:** 50

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

This medium sized site is currently used as grazing land, is partly grade 2 prime agricultural land and would represent a northern extension to the village. Although visually well-contained by existing woodland, it is ecologically sensitive. The village has no services and poor accessibility to the nearest services and community infrastructure. Further housing will put additional pressure on Larbert HS and the overstretched waste water infrastructure. The village has seen considerable incremental growth in relation to its size over recent years, and further significant growth is therefore not considered appropriate.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school

Low accessibility to nearest local centre (Larbert)

Part of the site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

The development site appears to comprise two parcels of land, with a narrow link between the two, remote from Glen Road. Although a link is shown to Glen Road, a viable vehicular access from Glen Road, may not be achievable.

Subject to land ownership, it may be possible to provide access to the southern area of the site from Castle Crescent. This would also be subject to the number of properties proposed in this section of the development site. There would be concern about forming a link between both parcels of land with access from the A9.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application

Road Network Capacity:

The allocation of this site will have an impact on the A9 through Torwood. The site will benefit from the M876 Glenbervie Slip Roads which may remove strategic trips from the local road network. The site will impact on the operation of North Broomage Interchange where traffic volumes will increase as a result of the new slip roads. This may cause peak time congestion on the A9 leg of the junction.

Should the site be allocated a Transport Assessment will be required to investigate the impact of this development and other developments in the Torwood area on these junctions on the A9 and explore any mitigation measures which may be required.

Water/Drainage Constraints:

Turret WTW - 2000

Less than 10 units capacity at Torwood WWTW although this asset is programmed by Scottish Water for upgrade in period 2010-15.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site. There is an existing pond in the vicinity, but this would not be considered suitable as a surface water outfall until capacity and a gravity overflow to an existing watercourse is confirmed.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - a Flood Risk Assessment could be requested for development of this site.

Water Quality - No concerns

Air Quality:

No issues.

Soil:

Land is partly in agricultural use as pasture and 60% of site is class 2, so is prime land. No known contamination issues. No carbon rich soils present.

Education Capacity:

The site is within the catchments of Larbert Village PS, St Francis RC PS, Larbert High and St Mungo's High schools. The site has the potential to generate 12 children. Larbert Village PS has already been extended to cope with earlier settlement growth and is not experiencing any immediate capacity pressures, although they may return in the longer term. For RC primary children the location will be rezoned to the new Antonshill school in 2013 which will relieve pressure in this sector. Larbert High School is at capacity and requires an extension of 300 capacity to relieve pressure. St Mungo's RC High is also operating at high capacity. The site will likely be required to make cumulative impact developer contributions to both high schools.

Community Infrastructure:

Torwood has no community infrastructure, relying on services located in Larbert over 2kms away. The village has no public open space and has poor access to most types of recreational resources except for green corridors and semi-natural woodland, to which access is good. A site of this size would require to provide, at minimum, a children's play area and some passive open space.

Green Belt:

No.

Green Network:

The woodland around Torwood forms an important component of the North Larbert green corridor.

Landscape:

In East Touch Fringe LCU. Two areas of grazing land enclosed by woodland (woodland is in inventory of Ancient & Semi Natural Woodland). Surrounding woodland exhibits features of a 'designed landscape', although degraded. If developed, would be a moderate-high landscape impact on the adjacent woodland. Site well screened by woodland, but would be major visual impact if developed, from dwellings to immediate south, but overall visually confined. Only southern part appropriate for development, but only if low density & robust buffer to existing woodland with additional internal planting undertaken to protect woodland character.

Ecology:

Ecological impacts likely.
Grazing fields / regenerating grassland and plants of disturbed ground / some very mossy areas. These areas (particularly the further north section of the site) would appear to be of some ecological interest, although further assessment would be required to check status. Adjacent and boundary woodland is likely to be of significant ecological value.
The site forms an integral part of a habitat corridor running around the western and northern fringe of Torwood. Development of the site would have a significant negative ecological impact on this corridor.
Potential for mitigation is limited. However it might be possible to develop some of the southeastern section of the site, creating a substantial habitat buffer between any development and the adjacent woodland and ensuring that a robust habitat corridor is retained.

Historic Environment:

None.

MIR Ref: TOR/B/03 **Site Name:** Carbrook, Torwood

Proposed Use: Residential	MIRStatus Non-Preferred Site (2014-2024)
SiteSize 18.4 ha Capacity: 350 Type: Greenfield	Proposed Plan Status Not Allocated
Proposed Plan Ref:	

Summary:
This very large site is currently used as a mix of arable and grazing land and is partly grade 2 prime agricultural land. It is effectively a free-standing site, which is poorly integrated with the existing village and would have major landscape impact. It has poor accessibility to services and community infrastructure. There is no spare capacity at the Torwood WWTW to cope with new development above existing commitments, and a site of this scale would require a new treatment works. There would be insufficient capacity in existing catchment schools. Torwood has seen considerable incremental growth in relation to its size over recent years, and further significant growth, particularly on such a large scale, is therefore not considered appropriate.

Accessibility:
Overall accessibility: Low
Low accessibility to local primary school
Low accessibility to nearest local centre (Larbert)
Part of the site is within reasonable walking distance of bus services
The site is not within reasonable walking distance of rail services

Vehicular Access:
Vehicular access would be to a section of the A9, subject to the national speed limit. Junction design and visibility provision would, therefore, be dictated by vehicle speed on the A9.

This is a large development for which two access routes would be required (DGCS para. 4.1.2), a roundabout may, therefore, require to be constructed on the A9. A TA would provide data for access design.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Road Network Capacity:
The allocation of this site will have a major impact on the A9 through Torwood. The site will benefit from the M876 Glenbervie Slip Roads which may remove strategic trips from the local road network. The site will impact on the operation of North Broomage Interchange where traffic volumes will increase as a result of the new slip roads. This may cause peak time congestion on the A9 leg of the junction. Should the site be allocated a Transport Assessment will be required which will investigate the impact of the development on these junctions on the A9 and explore any mitigation measures which may be required.

Water/Drainage Constraints:
Turret WTW - 2000
Less than 10 units capacity at Torwood WWTW although this asset is programmed by Scottish Water for upgrade in period 2010-15. A site of this size would require a major new works with land set aside to accommodate it.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A flood risk assessment would be required. The site is in close proximity to a watercourse with a history of flooding.

Water Quality - no capacity at Torwood WWTW. 2 level treatment with high quality SUDS essential at this location since small watercourse downstream. Small burn runs along N side of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Some noise impacts from A9 road fronting site. Site is large so impact on air quality of increased traffic generation may be significant.

Soil:

Western side of site is prime agricultural land. No rare or carbon rich soils.

Education Capacity:

The site is within the catchments of Larbert Village PS, St Francis RC PS, Larbert High and St Mungo's High schools. The site has the potential to generate 115 children. Larbert Village PS has already been extended to cope with earlier settlement growth and is not experiencing any immediate capacity pressures, although a site of this size would accelerate those pressures and may require a new school for Torwood to be considered. For RC primary children the location will be rezoned to the new Antonhill school in 2013 which should relieve pressure in this sector. Larbert High School is at capacity and requires an extension of 300 capacity to relieve pressure. St Mungo's RC High is also operating at high capacity. The scale of this site would raise the need for further expansion of the secondary schools or perhaps, in combination with other sites, a new secondary school entirely.

Community Infrastructure:

Torwood has no community infrastructure, relying on services located in Larbert over 2kms away. The village has no public open space and has poor access to most types of recreational resources except for green corridors and semi-natural woodland, to which access is good. A site of this size would require to provide a full range of on-site open space, including a central public park.

Green Belt:

No.

Green Network:

The woodland around Torwood forms an important component of the North Larbert green corridor.

Landscape:

In East Touch Fringe LCU. Arable gently rolling landform, minor slope to N.

If developed, major landscape impact due to scale / loss of agric land / impact on adjacent woodland. Visual impact moderate - major from adjacent road due to length visible & major visual impact from dwelling to E of site. Site not a natural extension to settlement, given scale of area & physical separation by woodland. Would require significant structure / buffer planting to East and North if ever developed.

Ecology:

Potential for some ecological impact. Mitigation possible.

Largely cultivated. May have some limited value for farmland birds.

Potential impacts on adjacent and boundary woodland, trees and watercourses (around three sides of the site). Buffers of suitable enhanced habitat would be required adjacent to any woodland and watercourses to ensure that these features were protected and enhanced.

Historic Environment:

None.

MIR Ref: TOR/B/04 **Site Name:** Glen Road, Torwood (Masterplan site 1)

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 4.4 ha **Capacity:** 20

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

This site is mostly formed from cleared woodland, which is regenerating. Although part of it could be seen as a rounding off of the village envelope, ecological and amenity considerations suggest it should remain undeveloped as part of the woodland. The village has poor accessibility to services and community infrastructure. Further housing will put additional pressure on Larbert HS. The village has seen considerable incremental growth in relation to its size over recent years, and further significant growth is therefore not considered.

appropriate.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school

Low accessibility to nearest local centre (Larbert)

Part of the site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

This appears to be ribbon development with frontage access from each property to Glen Road. For such an arrangement each property would require to provide parking and turning provision to DGCS standards and a driveway access that accommodates the existing surface water drainage ditch and meets visibility requirements.

Road Network Capacity:

The allocation of this site will have a some impact on the A9 through Torwood. The site will benefit from the M876 Glenbervie Slip Roads which may remove strategic trips from the local road network. The site will impact on the operation of North Broomage Interchange where traffic volumes will increase as a result of the new slip roads. This may cause peak time congestion on the A9 leg of the junction. Should the site be allocated a Transport Assessment may be required to investigate the impact of this development and other developments in the Torwood area on these junctions on the A9 and explore any mitigation measures which may be required.

Water/Drainage Constraints:

Turret WTW - 2000

Less than 10 units capacity at Torwood WWTW although this asset is programmed by Scottish Water for upgrade in period 2010-15.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Surface water discharge rates would require to be attenuated to ensure existing flooding downstream is not exacerbated by development of this land. Scottish Water's drainage requirements could also influence proposals for development of this site.

Water Quality - No concerns

Air Quality:

No issues.

Soil:

No prime agricultural land.

Education Capacity:

The site is within the catchments of Larbert Village PS, St Francis RC PS, Larbert High and St Mungo's High schools. The site has the potential to generate 5 children which should not engender any capacity pressures at Larbert Village PS. Potential pupil numbers for the RC schools are between 1 and 2 so, again, should not engender capacity pressures. Larbert High School is at capacity and requires an extension of 300 capacity to relieve pressure, so a pro-rata contribution towards Larbert HS will be required.

Community Infrastructure:

Torwood has no community infrastructure, relying on services located in Larbert over 2kms away. The village has no public open space and has poor access to most types of recreational resources except for green corridors and semi-natural woodland, to which access is good.

Green Belt:

No.

Green Network:

The woodland around Torwood forms an important component of the North Larbert green corridor.

Landscape:

In East Touch Fringe LCU. Mainly commercial woodland to N & native tree colonisation in area to S. Landscape major if developed, due to scale & tree loss. Major visual impact from other dwellings along Glen Road if fully developed. Southern site development (with birch would have to be subject to tree retention along road frontage to retain woodland character. Northern site would have significant landscape impact on woodland character of settlement if developed and extends to N of track to Castle (latter track a defined boundary to settlement

on W side of Glen Road).

Ecology:

Current and potential ecological value. Development undesirable.
 Northern section - within area of long established woodland (possibly previously semi-natural). Recently felled. Currently of limited ecological value but has the potential to regenerate and form a valuable broadleaved woodland buffer to the commercial plantation.
 Southern section - within area of long established (possibly previously semi-natural) woodland. Felled. Now regenerating birch woodland. Woodland appears to be establishing well and is likely to be of some ecological value. Should be retained and allowed to return to broadleaved woodland, particularly given the long history of woodland on this site, and the resulting woodland soil resource it will hold.
 Both sites provide (or have the potential to provide) an ecologically valuable broadleaved woodland edge to the commercial plantation, increasing the range of species likely to benefit from the woodland.

Historic Environment:

No historic assets on site but site lies close to Torwood Broch and Roman Road Scheduled Ancient Monuments and Torwood Castle Category A listed building

MIR Ref: TOR/B/05 **Site Name:** East of A9, Torwood (Masterplan site 2)

Proposed Use: Residential	MIRStatus Non-Preferred Site (2014-2024)
SiteSize 3.3 ha Capacity: 50 Type: Greenfield	Proposed Plan Status Not Allocated
Proposed Plan Ref:	

Summary:

This medium sized site is currently used as grazing land, is all grade 2 prime agricultural land and would represent the expansion of Torwood on to the eastern side of the A9, which is not considered desirable at this time. The village has no services and poor accessibility to the nearest services and community infrastructure. Further housing will put additional pressure on Larbert HS. The village has seen considerable incremental growth in relation to its size over recent years, and further significant growth is therefore not considered appropriate.

Accessibility:

Overall accessibility: Low
 Low accessibility to local primary school
 Low accessibility to nearest local centre (Larbert)
 The site is within reasonable walking distance of bus services
 The site is not within reasonable walking distance of rail services

Vehicular Access:

The site would require a vehicular access off the A9. The A9 at this locus is subject to the national speed limit. In combination with access to site TOR/B/06 both accesses would, therefore, require to be designed accordingly, which would involve appropriate junction spacing. This could restrict development.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

The allocation of this site will have an impact on the A9 through Torwood. The site will benefit from the M876 Glenbervie Slip Roads which may remove strategic trips from the local road network. The site will impact on the operation of North Broomage Interchange where traffic volumes will increase as a result of the new slip roads. This may cause peak time congestion on the A9 leg of the junction. Should the site be allocated a Transport Assessment may be required to investigate the impact of this development and other developments in the Torwood area on these junctions on the A9 and explore any mitigation measures which may be required.

Water/Drainage Constraints:

Turret WTW - 2000
 Less than 10 units capacity at Torwood WWTW although this asset is programmed by Scottish Water for upgrade in period 2010-15.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - There are existing watercourses within and in close proximity to the proposed development site. Flood Risk Assessments would be required. Development should only occur outwith the functional floodplain.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Water Quality - High quality SUDS essential at this location since small watercourse downstream. Small burn runs through site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Some noise impacts from A9 road fronting site but otherwise no issues.

Soil:

Site is prime quality agricultural land. No rare or carbon rich soils.

Education Capacity:

The site is within the catchments of Larbert Village PS, St Francis RC PS, Larbert High and St Mungo's High schools. The site has the potential to generate 13 children which should not engender any capacity pressures at Larbert Village PS which has already been extended to cope with earlier settlement growth. For RC primary children the location will be rezoned to the new Antonhill school in 2013 which should relieve pressure in this sector. Larbert High School is at capacity and requires an extension of 300 capacity to relieve pressure. St Mungo's RC High is also operating at high capacity. The site would require to make pro-rata contributions to fund capacity enhancements at both high schools.

Community Infrastructure:

Torwood has no community infrastructure, relying on services located in Larbert, over 2kms away. The village has no public open space and has poor access to most types of recreational resources except for green corridors and semi-natural woodland, to which access is good. A site of this size will require to provide on site open space.

Green Belt:

No.

Green Network:

The woodland around Torwood forms an important component of the North Larbert green corridor.

Landscape:

In East Touch Fringe LCU. Flat grazing land, minor slope to N. & scattered tree cover, with 'parkland' / 'designed landscape' character. Crossed by power lines. If developed, major landscape impact due to loss of parkland character & change from agric to buildings. Major visual impact from houses to W & moderate impact from adjacent roads. Site not a natural extension to urban limit, but if developed would require substantial structure planting to N, S & E boundaries and sensitive treatment to road frontage.

Ecology:

Limited ecological impacts. Mitigation possible. Potential impacts on scattered mature, parkland trees, adjacent woodland. Mitigation possible, including a habitat buffer adjacent to woodland and retention of trees where possible.

Historic Environment:

None.

MIR Ref: TOR/B/06 **Site Name:** Bogend Road, Torwood (Masterplan site 3)

Proposed Use: Economic Development (Business/Retail/Leisure)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 2.0 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

This medium sized site is currently used as grazing land, is all grade 2 prime agricultural land and would represent the expansion of Torwood on to the eastern side of the A9, with significant landscape impact, which is not considered desirable. There is no policy support for business expansion in this peripheral location, except at a small scale to serve local needs, when other opportunity sites are already available in North Larbert.

Accessibility:

Overall accessibility: Low
 Low accessibility to local primary school
 Low accessibility to nearest local centre (Larbert)
 The site is within reasonable walking distance of bus services
 The site is not within reasonable walking distance of rail services

Vehicular Access:

The site would require a vehicular access off the A9. The A9 at this locus is subject to the national speed limit. In combination with access to site TOR/B/05 both accesses would, therefore, require to be designed accordingly, which would involve appropriate junction spacing. This could restrict development.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

The allocation of this site will have an impact on the A9 through Torwood. The site will benefit from the M876 Glenbervie Slip Roads which may remove strategic trips from the local road network. The site will impact on the operation of North Broomage Interchange where traffic volumes will increase as a result of the new slip roads. This may cause peak time congestion on the A9 leg of the junction. Should the site be allocated a Transport Assessment will be required to investigate the impact of this development and other developments in the Torwood area on these junctions on the A9 and explore any mitigation measures which may be required.

Water/Drainage Constraints:

Turret WTW - 2000

Less than 10 units capacity at Torwood WWTW although this asset is programmed by Scottish Water for upgrade in period 2010-15.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - There are existing watercourses within and in close proximity to the proposed development site. Flood Risk Assessment would be required.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Air Quality:

No issues, subject to confirmation of type of business.

Soil:

Small part of site appears to be in prime quality class 2.

Education Capacity:

N/A

Community Infrastructure:

Business development therefore no issues.

Green Belt:

No.

Green Network:

The woodland around Torwood forms an important component of the North Larbert green corridor.

Landscape:

In East Touch Fringe LCU. Flat grazing land, minor slope to N. & scattered tree cover, with 'parkland' / 'designed landscape' character. Crossed by power lines. If developed, major landscape impact due to loss of parkland character & change from agric to buildings. Mod - major visual impact from houses to SW & moderate impact from adjacent roads. Moderate - minor impact from more distant viewpoints to N & NE.

Site not a natural extension to urban limit, but if developed would require substantial structure planting to N, S & E boundaries and sensitive treatment to road frontage.

Ecology:

Ecological impact to veteran/mature trees. Mitigation might be possible.

Potential impact to veteran/parkland trees. Ideally trees should be retained and protected. If trees were to be removed suitable mitigation would probably be possible depending on results of an assessment of the trees and the biodiversity they support.

Historic Environment:

None.

MIR Ref: TOR/B/07 **Site Name:** Glenbervie House Hotel

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus

SiteSize 13.4 ha **Capacity:** 28 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Development of the site for hotel and leisure uses would be acceptable in this location but providing a residential element would not. The principles of allocating this site for such a mixed use proposal were argued at the FCLP LPI and there has been no significant change in circumstances to warrant a change in view since then that allocation was not appropriate. The site has a sensitive landscape setting and its development is significantly constrained by a lack of waste water drainage capacity and spare school capacity.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school

Low accessibility to nearest local centre (Larbert)

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

The access arrangement for Glenbervie House Hotel has recently been amended due to the M876 slip roads project. As a result, the only suitable location to serve the site would be via the re-configured hotel access. Depending on the scale of development, some upgrading of the hotel's existing private driveway may be required.

Road Network Capacity:

For previous planning applications for this site a Transport Assessment was required. This proposed site will have a detrimental effect on the new M876 Slip Roads at Glenbervie as well as the A88 / A9 corridors including North Broomage and the access roundabout to Forth Valley Royal Infirmary. A Transport Assessment will be required to support any planning application should this site be allocated in the Local Development Plan. The Assessment will highlight any mitigation measures required on the local road network. The current design of the off-ramp (T-Junction) may need to be upgraded depending on the outcome of the Assessment.

Water/Drainage Constraints:

The site is remote from the public sewer network and watercourses in the immediate vicinity provide very limited dilution for the discharge of treated effluent.

Less than 10 units capacity at Torwood WWTW, the nearest treatment works, although this asset is programmed by Scottish Water for upgrade in period 2010-15 to deal with planned development at two small sites in Torwood.

Sewer connection to Dalderse WWTW required. Likely significant cost.

There is a 15" water main crossing the bottom corner of this site.

Sewage must be connected to foul sewer. High level of SUDS required since low dilution. The new foul sewer from the new development should include the existing unsatisfactory discharge from the hotel.

Major Hazard Constraints:

Transco pipeline transects site from north-east to south-west

Flood Risk/Water Quality:

A surface water drainage strategy would be required, with surface water discharge restricted to 3.2 l/sec/ha. There are watercourses within and adjacent to the site, therefore, a flood risk assessment would be required.

Previous FRA undertaken which highlighted that there should be no landraising in the 1 in 200 year functional floodplain. Any proposals should take into consideration the findings of the earlier FRA. Car parking may be located within floodplain as shown on the outline planning application, if still proposed no landraising should occur and should be developed on existing ground levels.

Air Quality:

There will be noise and some air quality impacts for the M876 motorway to the south. The site itself is likely to generate minimal adverse air quality impacts from the traffic generated by its various uses. No odour effects.

Soil:

The majority of the site is classified as Grade 2 quality agricultural land.

Education Capacity:

The site is within the catchments of Larbert Village PS, St Francis RC PS, Larbert High and St Mungo's High schools. The site has the potential to generate 7 children which should not engender any capacity pressures at Larbert Village PS which has already been extended to cope with earlier settlement growth. For RC primary children the location will be rezoned to the new Antonhill school in 2013 which should relieve pressure in this sector. Larbert High School is at capacity and requires an extension of 300 capacity to relieve pressure. St Mungo's RC High is also operating at high capacity. The site would require to make pro-rata contributions to fund capacity enhancements at both high schools.

Community Infrastructure:

The locality has no community infrastructure, relying on services located in Larbert, mostly c. 2kms away except for the hotel and restaurant at Central Business Park just over 1km distant. The area has no public open space and has poor access to most types of recreational resources except for green corridors and semi-natural woodland, to which access is good. A site of this size will require to provide on site open space.

Green Belt:

No

Green Network:

Part of North Larbert Green Network. Potential to contribute towards Glenbervie to Denny Circular Route improvements.

Landscape:

In East touch Fringe LCA. Flat, open grass parkland with extensive internal mature tree cover, boundary woodland, internal views (contiguous with golf course to NW) and internal enclosed paddocks forming a distinct designed landscape character (not designated / non-inventory). On OS 1864-1893 maps, showing full layout. Contrasts strongly with developed land to S, comprising motorway and Larbert residential area. Much tree cover and external boundaries degraded due to loss of land to motorway, golf course, garden centre and new slip roads. Very high landscape sensitivity to future development due to potential loss of the defining 'designed landscape' features and loss of open views across parkland from approach driveway and from Glenbervie House / adjacent golf course. High visual sensitivity as viewed from access point to A9 and internally, including from Glenbervie House. Rare feature in a local context and if developed would result in major landscape and visual impact.

Ecology:

Potential impacts on mature trees, woodland and the burn to the south-east of the site. These features would need to be retained, protected and buffered by appropriate habitat/openspace.

Grassland/pasture likely to be of limited ecological value.

Potential protected species - bats, badgers etc. Checks would be needed and mitigation may be necessary.

Historic Environment:

The policies of Glenbervie House are an historic designed landscape, although it has no official designation

Rural South

MIR Ref: ALL/B/01 **Site Name:** Stein's Brickworks, Allandale

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 12.2 ha **Capacity:** 70 **Type:** Brownfield

Proposed Plan Status Allocated

Proposed Plan Ref: M13

Summary:

This is a large brownfield site which is within the Allandale village limit. Council is minded to grant planning permission subject to s.75 obligation.

Accessibility:

Overall accessibility: Low
 Low accessibility to local primary school.
 Low accessibility to nearest centre in the hierarchy.
 The site is within reasonable walking distance of bus services.
 The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access to this site is restricted by existing Network Rail overbridges. New bridges would be required to provide suitable access for a development of 100 units. The existing bridges could not accommodate a 5.5m wide carriageway with footway provision on both sides, which would be a minimum requirements for a development of this size.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

There is limited width to provide an access under the railway line to allow access to the site.
 There are no current capacity issues in the Allandale area, but the site will impact on the junctions of Bonnybridge for eastbound traffic.

Water/Drainage Constraints:

WTW - Carron Valley - 2000
 WWTW Bonnybridge - 1750

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A flood risk assessment would also be required. Flooding events have been recorded in Allandale and confirmation would be required that development of this site would not increase the risk of such events downstream. A basic FRA (Topographic and culvert information in the first instance) with development layout plan will be required at the planning stage to assess risk of flooding. Areas near the watercourse may not be available for development. FRA should include identification of small watercourses and avoid development within this functional floodplain. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69).

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid and further deterioration in water body status. May have land contamination issues.

Air Quality:

Site bounded to north and south by railway lines so likely noise/vibration issues.

Soil:

Former brickworks. Contamination likely.

Education Capacity:

Site within catchment of 4 schools all experiencing capacity pressures; Antonine and St Josephs Primaries and Denny and St Mungo's High schools. A site of this size would generate on average 34 primary age pupils which would be difficult to accommodate at existing catchment schools. Pressures at Antonine in particular are severe with limited physical options for further growth.

Community Infrastructure:

The site lies within the village of Allandale which is approximately 3km from services and facilities in Bonnybridge. The village itself has a shop with post office, a bowling club and football ground with pavilion. The site has relatively good access to the main area of sports area/open space within the village. Although Allandale lacks a centrally located village park, it has good access to green corridors and natural/semi natural open space.

Green Belt:

No.

Green Network:

Site is at the junction of the Upper Braes green corridor, represented by Castlecary Low Wood to the south, and the Forth & Clyde Canal/Bonny Water corridor to the north. Potential to improve habitat connectivity between the these corridors

Landscape:

In Falkirk-Denny Urban Fringe LCU / transition with Slamannan Plateau LCU. Extensive industrial area, flat, surrounded by woodland / natural colonisation of native tree species.

If developed, landscape impacts minor & positive improvement. Visual impacts limited; possible visual impact from entrance area, moderate impact from railway lines to S & N.. Essential mitigation if developed would be retain all boundary tree cover within site and enhance plus provision of long term management for screening and habitat value.

Ecology:

Overall the site appears to have no significant ecological issues.

However, it may require an ecological assessment of the regenerating brownfield areas. Should areas of ecological interest be identified, mitigation on site should be possible.

If development takes place, areas of regenerating woodland around the edge of the site should be retained and enhanced.

Historic Environment:

Antonine Wall and Antonine Wall World Heritage Site Buffer Zone to immediate north of site.

MIR Ref: AVN/B/01 **Site Name:** Stevenson's Yard, Avonbridge

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.5 ha **Capacity:** 25

Type: Brownfield

Proposed Plan Status

Proposed Plan Ref:

Summary:

Site is brownfield, lies within the village envelope, and could be suitable for housing. However, it is currently in active business use and there is no foreseeable prospect of such use ceasing. There is therefore doubt as to whether the site could be considered as effective. Site would remain within the village limit so could potentially come forward as windfall if the situation changed.

Accessibility:

Overall accessibility: Low/Moderate

High accessibility to local primary school

Low accessibility to nearest centre in hierarchy, but high accessibility to village store.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

The site is currently used as a haulage yard with vehicular access from Blackstock Road. This access would be reviewed and suitability commented on, subject to development proposed for the site.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

There are currently no network capacity issues within the existing village of Avonbridge. However, the cumulative impact of sites AVN/B/01, 02 & 03 may impact on the B825 / B8028 junction in the village centre.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

WWTW - Avonbridge - 87

Major Hazard Constraints:

Within pipeline consultation zone.

Flood Risk/Water Quality:

Flood Risk - There are no reported incidents of flooding on this site, although incidents have been recorded to the west. If redevelopment is proposed there could be surface water drainage issues. A developer would require to identify a suitable outlet, should Scottish Water refuse to take surface water to the public sewer network.

Water Quality - No concerns

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Haulage yard - land contamination may be an issue.

Education Capacity:

Avonbridge Primary has no capacity issues at present although other catchment schools, St Andrews Primary, Braes and St Mungo's High, do have issues. Braes High will receive some relief with recent rezoning and with this site generating on average 7 pupils across all these schools its development would not cause significant problems subject to developer contributions.

Community Infrastructure:

Avonbridge has a community centre located adjacent to the site. The nearest medical and library facilities are in Slamannan and Polmont. The village is not well provided for in terms of good, fit for purpose open space, and access to semi natural open space requires to be improved. Any development will be required to address current open space deficiencies.

Green Belt:

No.

Green Network:

Adjacent to River Avon green corridor. Core path to south.

Landscape:

LCU Lowland River Valleys; Avon Valley Unit. Site to north side of village centre, currently haulage yard (lower) and rough grass/gorse (upper). Upper part is within AGLV which also borders eastern boundary of site. If developed major visual impact to dwellings to E & W of site and a moderate visual impact on dwellings in the village. Development should be limited to lower area outwith AGLV. Opportunity to enhance B8047 frontage with good boundary treatment/urban design. Upper area of site should not be developed as it is both more visually prominent and within AGLV. Landscape and visual impact assessment required.

Ecology:

No significant on-site ecological issues apparent.

Where possible retain and protect mature trees and hedges on boundary. Mitigate for loss of any trees/hedge by appropriate on site planting.

Potential for bats. Check any suitable trees/buildings for roosts and protect/mitigate as necessary.

Historic Environment:

None

MIR Ref: AVN/B/02 **Site Name:** Bridgend Road

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 2.6 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H62

Summary:

Although the site is in the AGLV, housing to the east, north and south suggests this site could be viewed as rounding off the village. Nonetheless, development would have visual and landscape impact and structure planting along the eastern boundary would be required, along with the retention of existing tree cover. There are no known ecological issues. The site enjoys reasonable access to the village centre and to a bus route. There could be capacity issues at the Avonbridge WWTW if all committed and preferred sites come forward which would require to be resolved. This scenario could also cause a capacity issues for schools, which would require to be addressed through developer contributions.

Accessibility:

Overall accessibility: Low/Moderate

High accessibility to local primary school

Low accessibility to nearest centre in hierarchy, but high accessibility to village store.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

No objection to the development of this site for residential purposes. Access to it could be taken via Hareburn Avenue or Bridgend Road depending on the proposed number of units.

Road Network Capacity:

There are currently no network capacity issues within the existing village of Avonbridge. However, the cumulative impact of sites AVN/B/01, 02 & 03 may impact on the B825 / B8028 junction in the village centre.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

WWTW - Avonbridge - 87

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain.

The southern part of the site may be at risk of flooding and a Flood Risk Assessment would have to be undertaken in due course.

Water Quality - 2 level treatment with high quality SUDS essential at this location to avoid further deterioration in water body status.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Eastern half of site is prime agricultural quality (grade 3:1).

Education Capacity:

Avonbridge Primary has no capacity issues at present but with potentially 16 pupils being generated from this site this could cause significant problems for this rural school. Other catchment schools, St Andrews Primary, Braes and St Mungo's High, do have capacity issues. Braes High will receive some relief with recent rezoning. A site of this size could generate on average 19 pupils across all these schools so its development can probably be accommodated at these schools subject to developer contributions.

Community Infrastructure:

Avonbridge has a community centre located approximately 500 m from the site. The nearest medical and library facilities are in Slamannan and Polmont. The village is not well provided for in terms of good, fit for purpose open space, and access to semi natural open space requires to be improved. Any development will be required to address current open space deficiencies.

Green Belt:

No.

Green Network:

Not part of the strategic green network, but lies adjacent to the Linn Mill Burn, which feeds into the River Avon green corridor. Core path along northern boundary.

Landscape:

LCU Lowland River Valleys; Avon Valley Unit. Site an arable field to SE of village entirely within AGLV, E & N boundaries not defined by landscape features.

If developed will have a major landscape and visual impact on adjacent dwellings and core path/RoW users. Mature trees on north boundary should be retained. Mitigating structure planting would be required along boundary to delineate settlement, provide buffer to open countryside and screen from more distant viewpoints to E. Landscape & Visual Impact Assessment required.

Ecology:

No significant on-site ecological issues apparent.

Potential impact on mature trees on boundary. Mitigation possible (i.e. retain trees).

Historic Environment:

None.

MIR Ref: AVN/B/03 **Site Name:** Slamannan Road 3**Proposed Use:** Residential**MIRStatus** Preferred Site (2014-2024)**SiteSize** 0.7 ha **Capacity:** **Type:** Greenfield**Proposed Plan Status** Allocated**Proposed Plan Ref:** H60**Summary:**

Site offers opportunity to create finished 'balanced' western entrance along with site AVN/A/05 to south. Development would have a major impact on landscape and ecology. This could be mitigated, but required mitigation measures would restrict developable area. Site enjoys reasonable access to the village centre. There could be capacity issues at the Avonbridge WWTW if all committed and preferred sites come forward which would require to be resolved. Although development of this site alone is not likely to give rise to school capacity issues, development of all committed and preferred sites will give rise to issues which will need to be addressed through developer contributions.

Accessibility:

Overall accessibility: Low/Moderate

High accessibility to local primary school

Low accessibility to nearest centre in hierarchy, but high accessibility to village store.

Part of the site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Access to this site would be best through the existing Avonpark development as access on to the B825 would be difficult due to the vertical alignment of the road at that location. The access road to Avonpark adjoining this site has just been completed and could possibly be extended to serve this area, although land ownership problems may have to be overcome.

Road Network Capacity:

There are currently no network capacity issues within the existing village of Avonbridge. However, the cumulative impact of sites AVN/B/01, 02 & 03 may impact on the B825 / B8028 junction in the village centre.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

WWTW - Avonbridge - 87

Major Hazard Constraints:

Within pipeline consultation zone.

Flood Risk/Water Quality:

Flood Risk - The functional floodplain of the two watercourses is required to be identified by an FRA and protected from development in perpetuity for Flood Risk reasons. FRA and details of the Sustainable Drainage Strategy will be required.

Water Quality - Watercourse run along N and W edges of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Small section in north west of site is prime agricultural quality (grade 3:1)

Education Capacity:

This relatively small site is unlikely to cause any issues for education capacity if it is developed at the standard density of 25 dwellings per hectare

Community Infrastructure:

Avonbridge has a community centre located approximately 600 m from the site. The nearest medical and library facilities are in Slamannan and Polmont. The village is not well provided for in terms of good, fit for purpose open space, and access to semi natural open space requires to be improved. Any development will be required to address current open space deficiencies.

Green Belt:

No.

Green Network:

Part of River Avon green corridor. Core path follows line of W boundary.

Landscape:

LCU Lowland River Valleys; Avon Valley Unit. Agricultural grazing field at edge of village, entirely within AGLV. Stone walls define S, W & E boundaries. Mature pine trees along boundary with Slamannan Road. Core path follows line of W boundary. If developed major impact on adjacent dwellings & core path users; medium impact on road users and mid distance dwellings. Stone walls, pine trees should be retained, also a green corridor should be retained along burn. Opportunity to create a clearly defined village entrance (together with development of AVN/A/05). Landscape & Visual Impact Assessment required.

Ecology:

Ecological impacts likely. Mitigation may be possible with appropriate habitat buffers and other mitigation. Ecological impacts on habitat (burn, hedges, mature trees, scrub, dykes) likely. Mitigation possible as long as a suitable proportion of the site is allocated to open space, habitat buffers & habitat enhancement. Watercourses - to avoid unacceptable ecological impacts and retain the value of the wildlife corridors along the watercourses, an appropriate habitat buffer should be retained and enhanced alongside all watercourses (likely to be at least 20m from the banktop). Protected species - potential for otter activity. If present, mitigation likely to be possible. Floodplain. The area of floodplain should not be developed on. The ecological value of this area could be enhanced.

Historic Environment:

None.

MIR Ref: CAL/B/01 **Site Name:** Cliftonhill Farm, California

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.7 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is subject to access constraints and lies beyond an existing housing allocation that has not yet been developed. Existing projected growth for California is considered sufficient and additional sites are not required.

Accessibility:

Overall accessibility: Low
High accessibility to local primary school.
Low accessibility to nearest centre in the hierarchy.
The site is not within reasonable walking distance of bus services.
The site is not within reasonable walking distance of rail services.

Vehicular Access:

Both this site and CAL/B/03 are situated to the east of Marshall Drive and to the north of Mamre Drive. Due to the unsuitability of Mamre Drive, Princes Street and Standrigg Road to serve such a development, the only possible access point would be from Marshall Drive which is a newly adopted residential road. For the size of the site it would be unlikely for a TA to be required.

Road Network Capacity:

Currently there are no network capacity issues in California. However the cumulative impact of CAL/B/01, 02, & 03 may impact on the local road network and the junction of B8028 and the B810 in Sheildhill.

Water/Drainage Constraints:

WTW - Carron Valley - 2000
WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - The functional floodplain of the two watercourses are required to be identified by a FRA and protected from development in perpetuity for Flood Risk reasons. Recommend that any culverted watercourse is investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69).

Water Quality - Small burn runs through N side of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

Catchment schools are California and St Andrew's RC Primaries, and Braes and St Mungo's High schools, all of which experience varying degrees of capacity pressure. California in particular is prone to fluctuations in pressure being a small rural school, and when committed development is taken into account the school is unlikely to be able to absorb further growth in the short term. Although larger, St Andrews RC primary is already operating at high capacity with temporary extensions, although pressure should be relieved when the new Antonshill RC primary comes on stream. The other schools are more able to cope with modest growth provided the risk is covered by developer contributions.

Community Infrastructure:

The site lies approximately 630 m from the centrally located school, nursery and village hall. The nearest health and library facilities are in Polmont. California is deficient in good, fit for purpose open space. No known issues.

Green Belt:

No.

Green Network:

Potentially part of South Falkirk green corridor. Core path to north connects into Burnside community woodland between California and Wallacestone. Gardum Burn corridor to south

Landscape:

Landscape: In Lowland Plateau; Slamannan Plateau unit. Rural, small fields gently rolling landform falling towards east. Site triangular located between two other LDP sites. Hedgerow with occasional trees to SE boundary, other boundaries post & wire fence. If site developed major visual impact to dwellings in California, nearby rural cottages/farms and core path users. Site should not be developed until after CAL/A/04 has been as currently it "floats" to east of village. Boundary treatments should be appropriate for the location and links created to existing path network.

Townscape: Represents an intrusion into the countryside - should reflect development to west and north.

Ecology:

No significant on-site ecological issues.

Potential impacts on adjacent burn to south. Mitigation possible.

Historic Environment:

None.

MIR Ref: CAL/B/02 **Site Name:** Redding Muir Farm, California

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.2 ha **Capacity:** 10-15 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site occupies an elevated position and development here would result in expansion of the village over the skyline. There are also significant access constraints. Existing projected growth for California is considered sufficient and additional sites are not required.

Accessibility:

Overall accessibility: Low

High accessibility to local primary school.

Low accessibility to nearest centre in the hierarchy.

The site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

This site is situated to the north of Church Road and seems to be land-locked. The only access point possible would be through an existing plot on Church Road. As it is itself a road that does not meet current standards for residential use, it would not be favoured from a roads point of view.

Road Network Capacity:

Currently there are no network capacity issues in California. However the cumulative impact of CAL/B/01, 02, & 03 may impact on the local road network and the junction of B8028 and the B810 in Sheildhill.

Water/Drainage Constraints:

WTW - Carron Valley - 2000
WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk

Water Quality - No concerns

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

Catchment schools are California and St Andrew's RC Primaries, and Braes and St Mungo's High schools, all of which experience varying degrees of capacity pressure. California in particular is prone to fluctuations in pressure being a small rural school, and when committed development is taken into account the school is unlikely to be able to absorb further growth in the short term. Although larger, St Andrews RC primary is already operating at high capacity with temporary extensions, although pressure should be relieved when the new Antonshill RC primary comes on stream. The other schools are more able to cope with modest growth provided the risk is covered by developer contributions.

Community Infrastructure:

The site lies approximately 600 m from the centrally located school, nursery and village hall. The nearest health and library facilities are in Polmont. California is deficient in good, fit for purpose open space.

Green Belt:

No.

Green Network:

Potentially forms part of the South Falkirk green corridor.
Core Path 0018/696 Mamre Drive, California to Fairhaven Terrace, Reddingmuirhead forms eastern site boundary.

Landscape:

Landscape: Lowland Plateau; Slamannan Plateau unit. Open marshy farmland to north of village, slopes to north/north east. Northern boundary not defined on ground. Little existing mitigation within site, trees/scrub to rear of dwellings on Church Road; shelterbelt to west, also beyond site boundary (50-100m) to north. Is a natural extension of village but highly visible.
If developed major visual impact on adjacent dwellings in California, local farm houses & core path users; medium visual impact on dwellings in California, Shieldhill, Reddingmuirhead. Appropriate boundary treatment and further shelterbelt/screen planting required.
Townscape: Visually prominent site on northern edge of the village.

Ecology:

No significant on-site ecological issues.
Potential impacts on boundary trees/scrub. Retention or mitigation possible.

Historic Environment:

None.

MIR Ref: CAL/B/03 **Site Name:** Cliftonhill North

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.5 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:**Proposed Plan Ref:**

As with site CAL/B/01, there are access constraints and the site lies beyond an existing housing allocation that has not yet been developed. Existing projected growth for California is considered sufficient and additional sites are not required.

Accessibility:

Overall accessibility: Low

High accessibility to local primary school.

Low accessibility to nearest centre in the hierarchy.

The site is not within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Both this site and CAL/B/01 are situated to the east of Marshall Drive and to the north of Mamre Drive. Due to the unsuitability of Mamre Drive, Princes Street and Standrigg Road to serve such a development, the only possible access point would be from Marshall Drive which is a newly adopted residential road.

Road Network Capacity:

Currently there are no network capacity issues in California. However the cumulative impact of CAL/B/01, 02, & 03 may impact on the local road network and the junction of B8028 and the B810 in Sheildhill.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A basic FRA (topographic information in the first instance) with development layout plan will be required at a planning stage to assess risk of flooding. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69).

Water Quality - Small burn runs through S side of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Not prime quality agricultural land.

Education Capacity:

Catchment schools are California and St Andrew's RC Primaries, and Braes and St Mungo's High schools, all of which experience varying degrees of capacity pressure. California in particular is prone to fluctuations in pressure being a small rural school, and when committed development is taken into account the school is unlikely to be able to absorb further growth in the short term. Although larger, St Andrews RC primary is already operating at high capacity with temporary extensions, although pressure should be relieved when the new Antonshill RC primary comes on stream. The other schools are more able to cope with modest growth provided the risk is covered by developer contributions.

Community Infrastructure:

The site lies approximately 600 m from the centrally located school, nursery and village hall. The nearest health and library facilities are in Polmont. California is deficient in good, fit for purpose open space.

Green Belt:

No.

Green Network:

Potentially part of South Falkirk green corridor. Core path along northern boundary connects into Burnside community woodland between California and Wallacestone.

Landscape:

Landscape: Lowland Plateau; Slamannan Plateau Unit. Gently rolling small agricultural fields, falling to east.

If developed major visual impact on dwellings to edge of village and core path users. "Floating" site unless two adjacent sites (noted below) are developed. Landscape masterplan required. Boundary treatments to be sympathetic to location. Opportunity to create links to existing path network.

Townscape: Included to create logical link between H.CAL05(CAL/A/05) and Cliftonhill Farm site (CAL/B/01).

Ecology:

No significant on-site ecological issues apparent.

Historic Environment:

None

MIR Ref: GRA/B/04 **Site Name:** Inveravon Steadings

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Post MIR Site

SiteSize 0.8 ha **Capacity:** 14 **Type:** Brownfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is subject to a range of constraints including the presence of the Antonine Wall WHS, the proximity to Avondale landfill, access constraints and green belt issues. Any proposals for redevelopment of the steading are best assessed on their merits against countryside policies, rather than through an allocation in the plan.

Accessibility:

Overall Accessibility: Low

Low accessibility to local primary school (Deanburn)

Low accessibility to local centres

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

The farm steadings presently have two means of access. The first is via a steep private access from the A905 Wholeflats Road. The second is the adopted single track road to the south side of the yard. This road is restricted in terms of its horizontal and vertical alignment and without major works would not be a suitable road for large numbers of vehicles. Any potential works to improve access are likely to be restricted due to the fact that the premises and road sit on the Antonine Wall.

Road Network Capacity:

The allocation of this site will have very little impact on the surrounding road network capacity given the size and scale of the proposals. However there may be issues with the increased traffic using the rural network where the existing access to the A905 is narrow in places and may not allow two way flow of traffic.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Kinneil Kerse WWTW - 1985

Options for disposal of sewage would have to be discussed with SEPA

Major Hazard Constraints:

Site lies within Major Hazard and Pipeline Consultation Zones, so there may be restrictions on the scale and type of redevelopment proposals.

Flood Risk/Water Quality:

Although the site lies adjacent to the flood outline, there is at least 20m height difference between the River Avon and development site and therefore not deemed to be at risk of flooding.

Air Quality:

This site is located approximately 200 m from the boundary with Avondale Landfill. Occupiers of the site are likely to experience persistent odour and noise nuisance, which may adversely affect the amenity of the site. Alternative sites that have less opportunity for conflicting landuses to arise should be promoted over this site.

Soil:

None.

Education Capacity:

This site is within the catchments of Deanburn and St Mary's RC primaries and Bo'ness Academy and St Mungo's RC High secondary schools. This small site would generate only c.4 ND pupils which can be absorbed by Deanburn Primary. Of the remaining schools none has capacity pressures except St Mungo's, which has issues in the medium term, which can be addressed by proportionate developer

contributions.

Community Infrastructure:

The site is a rural one which is remote from existing communities and does not enjoy good access to community infrastructure.

Green Belt:

Site lies within the green belt. Site is an existing steading so impact on the green belt would depend on the scale and design of redevelopment proposals.

Green Network:

At the junction of the Falkirk/Grangemouth, Avon and South Bo'ness green corridors, and adjacent to significant woodland habitat corridors. Core path runs to south.

Landscape:

In Bo'ness Coastal Hills LCA. Within AGLV. Elevated location, existing steading / industrial building remote from any main settlement.. Dwellings to W and minor road to S with woodland, top of wooded slope to N and agric land to E. High visual sensitivity from residential properties to immediate W and moderate visual sensitivity from adjacent road, but landform and tree cover in area limits visibility. Redevelopment to a more sympathetic design with appropriate boundary treatments that would be sympathetic to the rural location would result in positive visual improvement relative to existing appearance. Appropriate boundary treatment with screen planting / hedge and / or boundary walls would be essential to minimise impact from road, from adjacent dwellings and from rural eastern boundary (& on AGLV) and ensure any proposal is sympathetic to setting. S part of site on Antonine Wall and all site within buffer zone.

Ecology:

Care would be needed to ensure no negative impact on adjacent mature trees and woodland, with a possible habitat buffer created next to areas of woodland. Potential need to check existings buildings for bats and nesting birds, but protection/mitigation should be possible.

No other apparent ecological issues.

Historic Environment:

Site is traversed by the line of the Antonine Wall. Southern part of site is within the Antonine Wall WHS. The northern part is within the WHS buffer zone. Scheduled ancient monuments associated with the Wall lie to either side of the site. There will be significant implications for any redevelopment in terms of the integrity of the line and the setting of the Wall. Listed inveravon Tower lies also lies to the west of the site.

MIR Ref: LIM/B/01 **Site Name:** Limerigg West

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 9.5 ha **Capacity:** 190

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

There is already a very generous supply of land in Limerigg and nearby Slamannan in relation to the size of these villages and market demand. Additional significant development in Limerigg is likely to lead to severe capacity constraints at the local primary school.

Accessibility:

Overall accessibility: Low

Low/moderate access to local primary school.

Low accessibility to nearest centre in the hierarchy.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

The site is of significant size in relation to Limerigg. Access would require to be to Slamannan Road, but there would be concerns about visibility to the south, where the gradient of Slamannan Road is a severe restriction. Acceptable visibility may be difficult to achieve.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

There are currently no network capacity issues in Limerigg. However is this site is allocated it will affect the junction of the B8022 and the B825 in High Limerigg and the main junction in Slamannan village. If the allocation is in excess of 100 units a Transport Assessment will be required.

Water/Drainage Constraints:

WTW - Carron Valley - 2000
WWTW - Slammanan - 450

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Vast majority of the site is developable. Flooding events have been recorded north and south of this site. A basic FRA would be required in the first instance with site layout and watercourse proposal to assess flood risk to the site. Further information may be required should this not adequately assess flood risk to site

Water Quality - No concerns

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Not prime agricultural land.

Education Capacity:

Catchment schools are Limerigg and St Andrew's RC primaries and Falkirk and St Mungo's High schools. Limerigg is a small rural school whose capacity is already under pressure from existing commitments. The RC sector schools also have capacity risks. Development of a site of this scale could only proceed if a new primary school for Limerigg was provided, and developer contributions were made to mitigate pressure at the other 'at risk' schools.

Community Infrastructure:

There is one community hall centrally located in the village, adjacent to the site. The nearest medical and library facilities are in Slamannan. Limerigg is well provided for in terms of centrally located, good quality open spaces, although links to existing semi-natural open space could be improved. Development of this site is unlikely to give rise to significant community infrastructure issues other than impacts on primary school provision.

Green Belt:

No.

Green Network:

Potentially part of Upper Braes green corridor. Core Path(Slamannan Road, Limerigg to Limerigg Road) forms northern boundary.

Landscape:

In Slamannan Plateau LCU.N facing / flat rough grazing, enclosed by woodland to N, W, & S. Limited landscape impacts if developed, but scale would impact on size of settlement. Major visual impact from housing to S & E if developed, & moderate impact from road. If developed, essential that appropriate landscape design is considered at road frontage (as visible gateway to village), plus screen planting in NE corner, since forestry to N could be removed when mature, exposing visible edge to road.

Townscape: Development will represent a major extension of the village into the countryside. Design guidelines would need to be prepared to assist development proposals.

Ecology:

No significant on-site ecological issues apparent.

Mature trees should be retained where possible or their loss mitigated with appropriate planting. There is potential to improve habitat links between areas of woodland around the site and the burn to the north with appropriate landscaping, openspace provision and habitat creation.

Historic Environment:

None.

MIR Ref: MUR/B/01 Site Name: Carriden Walled Garden, Muirhouses

Proposed Use: Residential**MIRStatus** Non-Preferred Site (2014-2024)**SiteSize** 0.9 ha **Capacity:** 5-10 **Type:** Greenfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

Significant adverse built heritage impacts would result from the development of the walled garden. New/Upgraded access would have to be formed from Carriden Brae.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school

Low accessibility to town centre

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

The proposed site is remote from the existing public road network. For a development in excess of three private dwellings, access would require to be via a road constructed to adoptable standard with a suitable access to the public road network.

The road layout and parking provision within the development site, in excess of three dwellings, would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

No network issues for a site of this size.

Water/Drainage Constraints:

Bo'ness WWTW - 798

Balmore WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:**Air Quality:**

No issues.

Soil:

The site is prime agricultural land (3.1)

Education Capacity:

Catchment schools are Grange and St Mary's RC Primaries and Bo'ness Academy and St Mungo's High. All schools could accommodate pupils generated from this development, although there could be a developer contribution required for St Mungo's to cover the risk of longer term capacity pressures there.

Community Infrastructure:

Although a small village with very limited services, Muirhouses has access to the wide range of community infrastructure in Bo'ness.

Green Belt:

No.

Green Network:

The wider Carriden Estate is an important component of the green network around Bo'ness. Walled garden may offer opportunities for allotments/community growing.

Landscape:

LCU Coastal Margins; Bo'ness Coastal Hills unit. Former walled garden therefore boundaries well defined by existing brick wall. Semi rural location. Mature woodland adjacent to site is protected by TPO. Site within AGLV.

If developed major/medium impact to adjacent dwellings though much of development would be hidden by walls. Site could be developed but design & layout would have to be sensitive to listing & location. Landscape and visual impact assessment required.

Ecology:

Unlikely to be significant ecological impacts within the site (unless bats/barn owls are present within the wall structure). Likely to be some impact on the neighbouring wildlife site. Mitigation may be possible depending on the scale and nature of the proposed development.

Potential ecological impacts on neighbouring Carriden Woods Wildlife Site and long-established/ancient woodland. Significant habitat damage is unlikely due to the presence of the wall but increased disturbance is likely to be an issue.

Trees within the neighbouring woodland should be retained and this may create difficulties with shading and encroachment of branches into the walled garden.

Potential for wall structure to contain bat roosts and/or nesting birds. Surveys will be required. If present, mitigation should be possible but may impact significantly on development plans within this relatively small and enclosed site.

Historic Environment:

Walled garden is B-listed and an integral part of Carriden Estate. Development within the walled garden would have a very significant impact on the listed structure in terms of its integrity, function and setting. Formation of vehicular accesses would require removal of parts of the wall.

MIR Ref: MUR/B/02 **Site Name:** East Muirhouses 1, Muirhouses

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 1.6 ha **Capacity:** 25-30 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site is reasonably well contained in landscape terms. However, there will be adverse impacts on trees and hedgerows along the northern site boundary (covered by TPO) and on Carriden Brae, resulting from the formation of upgraded access, with visibility splays, from Carriden Brae. This would have an adverse impact on the setting of the village and Carriden Estate. Development would represent a substantial extension for a village of this size. There are local concerns about the unsuitability of Carriden Brae for carrying current levels of traffic, particularly commercial vehicles, and the risk that the situation would be exacerbated if the village was expanded.

Accessibility:

Overall accessibility: Low
 Low accessibility to local primary school
 Low accessibility to town centre
 The site is within reasonable walking distance of bus services
 The site is not within reasonable walking distance of rail services

Vehicular Access:

Vehicular access, which is not indicated, would be to Carriden Brae, which has limited pedestrian provision at present. Access to Carriden Brae would require to be designed to DGCS requirements.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

Should the site be allocated a contribution will be required to improve junctions 3 and 5 of the M9 that will be required as a result of the cumulative impact of residential allocations in the area.

Water/Drainage Constraints:

Bo'ness WWTW - 798
 Balmore WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A basic FRA would be required in the first instance with site layout and watercourse proposal to assess flood risk to the site. Further information may be required should this not adequately assess flood risk to site.

Air Quality:

No issues.

Soil:

Site is prime agricultural land (3.1)

Education Capacity:

Catchment schools are Grange and St Mary's RC Primaries and Bo'ness Academy and St Mungo's High. All schools could accommodate pupils generated from this development, although there could be a developer contribution required for St Mungo's to cover the risk of longer term capacity pressures there.

Community Infrastructure:

Although a small village with very limited services, Muirhouses has access to the wide range of community infrastructure in Bo'ness.

Green Belt:

No.

Green Network:

The wider Carriden Estate is an important component of the green network around Bo'ness. Development of site may have impact on protected hedgerow and trees along northern boundary.

Landscape:

LCU Coastal Margins, Bo'ness Coastal Hills Unit. Lies within AGLV. Gently rolling agricultural/grazing; falls towards N. Trees outwith site to N & W boundaries protected by TPOs (except for part near NE corner). Site is beyond the existing settlement limit and separated/screened from it by woodland. Site also well screened to E by Carriden Wood (TPO).

If developed major impact to adjacent dwellings, users of core path/RoW & users of sports pitch; medium impact to dwellings in Little Carriden and users of core path/RoW through Carriden Wood. Structure planting to integrate development into landscape. TPOs must be protected by buffer particularly root zone which may extend within site. Landscape and visual impact assessment required.

Ecology:

No significant ecological impacts apparent within field.

Potential ecological impacts on farmland birds, boundary trees and hedgerows. Mitigation possible with a significant habitat buffer associated with the trees/hedges to protect them, provide habitat and create wildlife corridors.

Historic Environment:

Part of Carriden Estate. Potential impacts on the estate landscape and on the setting of individual components such as the C(S)- listed West Lodge and the B-listed Walled Garden.

MIR Ref: MUR/B/03 **Site Name:** East Muirhouses 2, Muirhouses

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 4.3 ha **Capacity:** 70-90

Type: Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

Site is reasonably well contained in landscape terms. However, there will be adverse impacts on trees and hedgerows along the northern site boundaries (covered by TPO) and on Carriden Brae, resulting from the formation of upgraded access, with visibility splays, from Carriden Brae. This would have an adverse impact on the setting of the village and Carriden Estate. The scale of development, in tandem with East Muirhouses 1, is considered too large in relation to the existing village.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school

Low accessibility to town centre

The site is within reasonable walking distance of bus services

The site is not within reasonable walking distance of rail services

Vehicular Access:

The proposed site is remote from the existing public road network. For a development in excess of three private dwellings, access would require to be via a road constructed to adoptable standard with a suitable access to the public road network. This development could be of a magnitude that would require a TA.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

Should the site be allocated a contribution will be required to improve junctions 3 and 5 of the M9 that will be required as a result of the cumulative impact of residential allocations in the area.

Water/Drainage Constraints:

Bo'ness WWTW - 798
Baltimore WTW - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A basic FRA would be required in the first instance with site layout and watercourse proposal to assess flood risk to the site. Further information may be required should this not adequately assess flood risk to site.

Water Quality - No concerns

Air Quality:

None.

Soil:

Site is prime agricultural land (3.1).

Education Capacity:

Catchment schools are Grange and St Mary's RC Primaries and Bo'ness Academy and St Mungo's High. All schools could accommodate pupils generated from this development, although there could be a developer contribution required for St Mungo's to cover the risk of longer term capacity pressures there.

Community Infrastructure:

Although a small village with very limited services, Muirhouses has access to the wide range of community infrastructure in Bo'ness. Significant expansion of the village may create pressures on existing recreational facilities which would need to be enhanced through the development.

Green Belt:

No.

Green Network:

The wider Carriden Estate is an important component of the green network around Bo'ness. Development of site may have impact on protected hedgerow and trees along northern boundary and protected woodland to east.

Landscape:

LCU: Coastal Margins; Bo'ness Coastal Hills Unit. Gently rolling agricultural grazing, falls towards N. Site bounded to E & N by Carriden Wood TPO. Woodland to W beyond site screens site from Carriden Brae dwellings and road users. Large site in relation to size of existing settlement.

If site developed major impact to nearby dwellings, RoW users and sports pitches. Full extent of TPO rootzone to be protected, by retaining buffer. Structure planting to screen development and include open spaces within development. Landscape and visual impact assessment required.

Ecology:

No significant ecological issues apparent within field.

Potential for significant impacts on boundary and adjacent trees, hedges and woodland. Mitigation possible with creation of a significant habitat buffer adjacent to these features to protect them, create habitat and create a wildlife corridor.

Development of the site will have a significant impact on the green habitat corridor formed by Carriden Wood and then running south through this site and the woodland to the east. Mitigation may be possible by creating an enhanced woodland/green corridor and providing a significant buffer/area of natural habitat within the north and east of this site and adjacent to existing woodland and mature trees.

Potential impact on farmland birds. Mitigation possible.

Historic Environment:

Part of Carriden Estate. Potential impacts on the estate landscape and on the setting of individual components especially the B-listed Walled Garden.

Proposed Use: Residential**MIRStatus** Non-Preferred Site (2014-2024)**SiteSize** 3.8 ha **Capacity:** 4**Type:** Greenfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

The site is located in the countryside well beyond the limits of existing villages and built up areas. The location is not sustainable for any sizeable development in terms of access to existing services and development and would have a significant impact on the landscape and potentially on the Slamannan Plateau SPA. Proposals for small scale redevelopment of the steading could be considered in relation to housing in the countryside policy.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school.

Low accessibility to nearest local centre.

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

There would be concern regarding access and visibility, given the road geometry at this location. This would be a particular concern if ribbon development with driveway access is proposed. Parking and turning provision would be essential for each proposed plot. The existing junction arrangement at Beam Road, to the east, is also a concern, should vehicle movements be increased.

Road Network Capacity:

There are no current or expected road capacity issues in the vicinity of this development.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. The potential flood risk from additional discharges to existing watercourses would require to be assessed.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding.

Water Quality - Burn runs through site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land. No rare or carbon rich soils.

Education Capacity:

No issues arising from this small site.

Community Infrastructure:

The site is located about 2.5km from the nearest community facilities in Bonnybridge.

Green Belt:

No.

Green Network:

Potentially part of the Upper Braes green corridor.

Landscape:

In Slamannan Plateau LCU. Rough grazing land, flat / part sloping to N., surrounded by woodland. If developed, landscape impact major, due to change from rural character; visual impact from nearby dwellings major, from path to E major & moderate impact from road.

Not a natural extension to existing settlement & remote from one - inappropriate in landscape terms; if developed, would require major structural planting on all boundaries to retain rural character.

Townscape: exposed site in countryside. High quality design required.

Ecology:

Burn within site - habitat buffer either side of burn would be required. Trees/hedges within site should be retained or their loss mitigated by suitable on-site planting.

Proximity to South Drum Moss Wildlife Site and Tippetcraig SINC. Impact assessments would be required but mitigation of impacts likely to be possible.

Within 200m of the Slamannan SPA. An Appropriate Assessment (AA) would be required due to likely significant impacts on the bean goose flock. Depending on the conclusions of the AA, development may be judged unacceptable at this location due to the potential impacts on the geese.

Historic Environment:

None.

MIR Ref: RUR/B/02 **Site Name:** Blackbraes

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 3.5 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:**Proposed Plan Ref:**

The site is located in the countryside beyond the limits of existing villages and built up areas. Whilst there is a small cluster of houses at Blackbraes, and historically there was more significant community in this location, the scale of the site is inappropriate and does not correspond with the historic footprint of Blackbraes. The location is not sustainable in terms of access to existing services and development would have a significant impact on the landscape.

Accessibility:

Overall accessibility: Low

Moderate accessibility to local primary school.

Low accessibility to nearest local centre.

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

Vehicular access would be to the B8028 and the design layout subject to traffic figures for the proposed development. The minimum would be a 5.5m wide carriageway, with 2m wide footway on both sides, forming a bellmouth access.

Any access would have to be located to maximise the visibility and the actual visibility splay required would have to be calculated from the average speed of vehicles on the main road.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Comments about this site would be roughly the same for a smaller site although for a site of 4 dwellings, an adoptable access road would be required to serve them and could have cost implications. A site of 3 or less dwellings can be served by a private driveway access.

Road Network Capacity:

Currently there are no network capacity issues in California area.

Water/Drainage Constraints:

Should be connected to public foul sewer.

WTW - Carron Valley - 2000

WWTW - probably Kinneil Kerse - 1985

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. Flood Risk can be overcome by adequate layout. A basic FRA would be required in the first instance with site layout and watercourse proposal to assess flood risk to the site. Further information may be required should this not adequately assess flood risk to site.

Water Quality - Small burn runs through N of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed. Also small pond at N boundary should be kept and opportunities to deliver habitat restoration should be harnessed

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land. Small amount of carbon rich soil along northern boundary.

Education Capacity:

Catchment schools are California and St Andrew's RC Primaries, and Braes and St Mungo's High schools, all of which experience varying degrees of capacity pressure. California in particular is prone to fluctuations in pressure being a small rural school, and when committed development is taken into account the school is unlikely to be able to absorb further growth in the short term. Although larger, St Andrews RC primary is already operating at high capacity with temporary extensions, although pressure should be relieved when the new Antonshill RC primary comes on stream. The other schools are more able to cope with modest growth provided the risk is covered by developer contributions.

Community Infrastructure:

The site lies about 0.8km from California. Development of the site is unlikely to put pressure on existing local community infrastructure.

Green Belt:

No.

Green Network:

Potentially part of South Falkirk green corridor.

Core Path 0018/704 Maddiston to Blackbraes runs along northern site boundary.

Landscape:

LCU Lowland Plateau; Slamannan Plateau unit. Rural site to S of California beyond village to south of woodland. Two grazing fields enclosed by hedges and separated by an area of new woodland. Three dwellings to SW boundary of site and a further three on W side of Blackbraes Road facing site. S of site along/just below a ridgeline. Site is remote from village and therefore not a good landscape fit. If site is to be developed landscape proposals should include boundary treatments, structure planting, use of native species to enhance and extend existing woodland, and creation of links to existing path network.

Ecology:

No significant on site ecological issues apparent.

Areas of scrub, hedge, mature trees should be retained or if lost appropriately mitigated through on-site planting.

If site is developed woodland/mature trees on boundary should be protected and enhanced with additional boundary planting. Planting should also be designed to maintain links between the woodland to the north and planted areas to the east and south.

Historic Environment:

None.

MIR Ref: RUR/B/03 **Site Name:** Haroldstoun - Darnrigg Moss

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 0.0 ha **Capacity:** 500 (later re **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is located in the countryside, well beyond the limits of existing villages and built up areas, and would constitute a significant new community. Bearing in mind SIRR commitments in Slamannan, there is no justification for a further strategic release in the Upper Braes area. The location is not sustainable in terms of transport and access to existing services and infrastructure, and the scale of the site is probably insufficient to support major new infrastructure. Development has the potential to have a significant impact on the adjacent Darnrigg Moss SSSI.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school.

Low accessibility to nearest local center.

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

This proposed site is located in a rural area north east of Slamannan and accessed from the C2 Darnrigg Road which is a typical narrow rural road with restricted geometry and alignment and no lighting or footways. The C2 is not a road suitable for any development other than one essential to the pursuance of agriculture, forestry or other economic activity appropriate to a rural location.

Road Network Capacity:

Increased traffic on B803 to Slamannan and Falkirk. Access to the M9 will involve using the local network through Falkirk utilising already congested parts of the network.
Slamannan Cross - in conjunction with SIRR will have a large detrimental impact on village centre

Water/Drainage Constraints:

Carron Valley WTW - 2000

Major Hazard Constraints:

Part of site in pipeline consultation zone.

Flood Risk/Water Quality:

Flood risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding.

Water Quality - A number of small lochans and watercourses within site need protecting and habitat restoration considered as appropriate

Air Quality:

Not close to AQMA or major transport proposal.

Soil:

Carbon rich soil is present and would be adversely affected by development.

Education Capacity:

The catchment schools are Slamannan and St Andrew's primaries and Falkirk and St Mungo's High schools. Only the RC schools have current capacity issues, although a site of this size would adversely affect capacity at all schools in the longer term (potential for 125 ND primary pupils) taking account of existing commitments in the Slamannan catchment. A major extension would be required to Slamannan Primary and additional developer contributions would be required to cover future risks at other catchment schools.

Community Infrastructure:

The site is located approximately midway - about 3km - from both the centre of Slamannan and Shieldhill, where the nearest schools and other community facilities are located.

Green Belt:

No.

Green Network:

Important part of the Upper Braes green corridor. Potential loss of habitat connectivity if the site is developed.

Landscape:

In Slamannan Plateau LCU. Internal area former mineral workings with loch, part of site grazing land. Plateau & south facing. Bounded by conifer & mixed woodland.

Landscape impacts from development could be a loss of screening/ tree cover and landform, but could be positive improvement. If developed visual impact may be low if surrounding woodland screening retained, but potential for moderate visual impact from road and nearby dwellings. Essential mitigation would be need to retain surrounding tree cover, manage & enhance. Remote from any settlement & therefore not a natural extension and not appropriate in landscape terms.

Ecology:

Adjacent to Darnrigg Moss SSSI - development of this site has the potential to have a significant negative impact on this site, including its hydrology.

A range of habitats are currently present including open water, establishing woodland, raised bog (modified), scrub and a burn to the southern edge of the site. There is considerable potential for significant negative ecological impacts on these features.

Assessment of any development would need to be based on a detailed ecological impact assessment proposing a range of mitigation and enhancement measures.

The site is within the Bean Goose study area. This development may require an Appropriate Assessment due to its potential to have a significant impact on the Slamannan Bean Goose flock.

Historic Environment:

None.

MIR Ref: RUR/B/04 **Site Name:** Candie Brickworks**Proposed Use:** Residential**MIRStatus** Non-Preferred Site (2014-2024)**SiteSize** 3.7 ha **Capacity:** 3**Type:** Brownfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

Planning consent has been granted for the conversion of the brickworks to 3 dwellings, reducing the total site area from 3.7 ha to 3.0 ha. The site is located in the countryside beyond the limits of existing villages and built up areas. The location is not sustainable in terms of access to existing services and development of the wider site has the potential to have a significant impact on ecology.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school.

Low accessibility to nearest local centre

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

A planning application to build 3 dwellinghouses and a private access road was granted for this site on 21 Feb 2011. Due to the constraints of the narrow single-track rural roads network in the surrounding area we would not favour any further building on, or expansion of, the site.

Road Network Capacity:

There are no capacity issues in the vicinity of the development.

Water/Drainage Constraints:

No watercourses of any size nearby so disposal of sewage likely to be problematic, unless ground conditions favourable for soakaway. Other options may be expensive or not acceptable to SEPA.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - No concerns

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land. No rare or carbon rich soils.

Education Capacity:

No education capacity issues arising from this small site

Community Infrastructure:

The site at Candie is almost 3 km from the nearest primary school at Standburn. The site is remote from community facilities and development is unlikely to put pressure on existing local community infrastructure.

Green Belt:

No.

Green Network:

Adjacent to Mid Braes green corridor, and part of an area potentially providing north-south link between Mid Braes and River Avon corridors. Contains regenerating woodland. Core path along northern boundary and dismantled railway to south provides east-west connectivity.

Landscape:

In Avon Valley LCU. Within AGLV. Derelict brick works / part storage area, varied topography, overall sloping S, with colonisation by native tree & shrub cover. If developed, landscape impacts could be major, but potentially positive. Visual impacts moderate from road and from open countryside to W, S & E. Essential mitigation would be to retain all boundary tree cover, maintain and manage for further native tree / shrub planting and improve landform to match surrounding area.

Ecology:

This site has the potential to be of high ecological value. Habitat includes brownfield habitat, regenerating woodland, scrub and grassland. The site is included on a list of sites to be assessed for their ecological value and potential designation as a wildlife site or SINC. Site visit pending - to confirm or amend above initial assessment.

Historic Environment:

None.

MIR Ref: RUR/B/05 **Site Name:** Wester Jaw, Slamannan

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 50.0 ha **Capacity:** 570 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site is located in the countryside, is physically detached and isolated from Slamannan, and does not represent a logical extension of the village. It would represent a major incursion into the countryside and Slamannan Plateau AGLV, with significant landscape impacts. Development would also be likely to have an adverse impact on the Slamannan Plateau SPA and existing roads network. Bearing in mind commitments in Slamannan, there is no justification for a further strategic release in the Upper Breas area.

Accessibility:

Current Accessibility: Low/Moderate

Low/moderate accessibility to local primary school

Low/moderate accessibility to nearest local centre (Slamannan)

Part of the site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

This proposed site is in a rural location adjacent to the B803 and north of the Hillend Farm site SLA/A/01. The B803 is a typical rural road with restricted geometry and alignment and would not be considered suitable to cater for a development of this scale taken in conjunction with the site to the immediate south. However, an acceptable access junction could be formed on to the B803 if the proper visibility splays could be achieved.

Road Network Capacity:

Any development sites allocated within Slamannan will have a major impact on the operation of the village centre. Any sites allocated to the west of the village will impact on capacity more than those to the north. A TA will be required.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

WWTW - Slamannan - 450

Major Hazard Constraints:

None

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding (FRA completed to inform objection to FCLP, this should clarify the issue)

Water Quality - River Avon borders S side of site - must be protected. Small burns runs through site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not near AQMA or major transport corridor.

Soil:

No prime quality agricultural land. Northern third of the site is carbon rich soil.

Education Capacity:

The catchment schools are Slamannan and St Andrew's primaries and Falkirk and St Mungo's High schools. Only the RC schools have current capacity issues, although a site of this size would adversely affect capacity at all schools in the longer term (potential for 143 ND primary pupils) taking account of existing commitments in the Slamannan catchment. A major extension would be required to Slamannan Primary and additional developer contributions would be required to cover future risks at other catchment schools.

Community Infrastructure:

The site is located approximately 1.3 km from Slamannan village centre and about 1.4km from the nearest primary school, which is in Slamannan.

Green Belt:

No.

Green Network:

Adjacent to the River Avon green corridor. Potential opportunities to link the River Avon green corridor to the Mid Braes green corridor. Core path runs east-west through site. Shelter tree belts run north-south through site.

Landscape:

In Slamannan Plateau LCU. Agricultural land fenced with shelterbelts. Open views from highest point. Overall S facing, with northern area N facing. Major landscape impact if developed due to scale, elevated section to N and effect on tree cover / shelterbelts. Visual impacts if developed would be major from dwellings within and adjacent to area, with moderate visual impact from adjacent road and Moderate - Major impact from Slamannan (depending on extent developed). Detached from main settlement and visually prominent overall - therefore not appropriate in landscape terms. If, nevertheless, developed then lower part only acceptable with major screen / structure / buffer planting of native tree species with appropriate landscape treatment at road frontage.

Ecology:

Potential for significant impacts on qualifying interest of Slamannan Plateau SPA therefore an Appropriate Assessment would be required. Protected species - Records of badger sett within site. Potential for otter activity near river. Appropriate surveys and mitigation would be required. Potential for bats in shelter belts.

Some areas of habitat which may be of ecological value - modified bog in north of site, shelter belts/scrub, floodplain. Mitigation should be possible but may require no development within certain of these areas.

Significant non-developed buffer would be required beside river corridor to ensure no adverse impact on this habitat and the green corridor along the river.

Historic Environment:

None.

MIR Ref: RUR/B/06 **Site Name:** Hillhead Farm, Slamannan

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 25.3 ha **Capacity:** Unknown **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:**Proposed Plan Ref:**

The site is located in the countryside, is physically detached and isolated from Slamannan, and does not represent a logical extension of the village. It would represent a major incursion into the countryside and Slamannan Plateau AGLV, with significant landscape impacts given the topography of the site. Bearing in mind commitments in Slamannan, there is no justification for a further strategic release in the Upper Braes area.

Accessibility:

Overall accessibility: Low/Moderate

Moderate accessibility to local primary school

High/moderate accessibility to nearest local centre

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

Access would be to a rural road of restricted width, alignment and visibility, with no footway or lighting provision. This is a remote site that would raise road safety concerns by increasing traffic on a rural road network. Access location and visibility would also be a concern.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

Any development sites allocated within Slamannan will have a major impact on the operation of the village centre. Any sites allocated to the west of the village will impact on capacity more than those to the north.

Water/Drainage Constraints:

WTW - Carron Valley - 1900

WWTW - Slamannan - 450

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Flooding has been recorded at Peatriggend, south of the site, therefore, a flood risk assessment could be requested.

Water Quality - No concerns

Air Quality:

Not near AQMA or major transport corridor.

Soil:

No prime quality agricultural land.
Small areas of carbon rich soil

Education Capacity:

The catchment schools are Slamannan and St Andrew's primaries and Falkirk and St Mungo's High schools. Only the RC schools have current capacity issues, although a site of this size (albeit with an undefined capacity) would adversely affect capacity at all schools in the longer term taking account of existing commitments in the Slamannan catchment. An extension could be required to Slamannan Primary and additional developer contributions would be required to cover future risks at other catchment schools.

Community Infrastructure:

The site is located approximately 0.8km from Slamannan village centre and about 1.2 km from the nearest primary school which is in Slamannan.

Green Belt:

No.

Green Network:

Adjacent to the Upper Braes and River Avon green corridors and could potentially help to link them.

Landscape:

Slamannan Plateau LCU. Agricultural land with derelict steading, comprising several fields; plateau & part north facing with high point in SE corner.

If developed, moderate landscape impact due to scale and change of agric land to buildings; visual impacts moderate from road, village to W and minor - moderate from open surrounding countryside.

Site detached & not a natural extension to settlement boundary; therefore not appropriate on landscape grounds.

However, if developed, would require substantial structure / screen planting around boundaries and on road frontage.

Ecology:

Previous Appropriate Assessment in relation to Slamannan Plateau SPA has suggested no significant impacts. (May need to check that this remains current).

Limited other areas/features of ecological interest - scattered trees/hedgerows, pond near buildings, adjacent tree belt to east etc. - suitable ecological surveys would be required but expected that mitigation would be possible.

Historic Environment:

None.

MIR Ref: RUR/B/07 **Site Name:** Linlithgow Quarry

Proposed Use: Waste Management

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 20.0 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:**Proposed Plan Ref:**

The site is located in the green belt in an open countryside location adjacent to a safeguarded site for the Avondale landfill facility. Potential significant landscape and ecological impacts. It is considered premature to safeguard an additional site for further landfill given the Zero Waste Plan targets to reduce the amount of waste going to landfill and the potential for landfill bans to further reduce to the amount of waste going to landfill.

Accessibility:

Overall accessibility: Low
 Low accessibility to the nearest local centre.
 The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

Vehicular access to the proposed development site would be from an existing rural road. Access from the north is restricted by a narrow bridge over the River Avon and from the south the road, from a junction on the A803, there are also restrictions and no footway provision. There would, therefore, be road safety concerns regarding vehicular access to the site and upgrading would be required. The site, at this location may also be of significant size to require a TA.

The road layout and parking provision within the development site would require to comply with DGCS requirements; current at the time of an application.

Road Network Capacity:

The development of this site will impact on the A803 corridor to M9 Junction 4. A Transport Assessment may be required to investigate the impact of the development on this part of the A803 corridor including M9 Junction 4.

Water/Drainage Constraints:

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Scottish Water's drainage requirements could also influence proposals for development of this site.

Major Hazard Constraints:

The site lies within a pipeline consultation zone.

Flood Risk/Water Quality:

The site is immediately adjacent to the River Avon, although there is a level variation between the site and the river. A Flood Risk Assessment would be required.

Water Quality - No concerns

Air Quality:

Litter may be an issue since the M9 motorway is adjacent. Odour from the site may be an issue since Linlithgow is 1km away.

Soil:

A small part of the site is agricultural land classification 3.1 but the majority of the site is a restored sand and gravel site.
 No carbon rich or rare soils

Education Capacity:

N/A

Community Infrastructure:

N/A

Green Belt:

Site is located in the green belt.

Green Network:

Part of River Avon green corridor. Important to maintain accessibility along River Avon. Opportunities for habitat and landscape enhancement.

Landscape:

LCU Coastal Margins; Bo'ness Coastal Hills unit. Site lies immediately adjacent to Bo'ness Hills AGLV. Gently rolling rural hills, arable agriculture - former quarry.

Wooded corridor along River Avon forms attractive north boundary of site, to west tree lined Bo'ness & Kinneil railway, M9 to south with some screen planting and to east trees and scrub alongside minor road. Rural setting, remote from urban development.

If site developed major impact on landscape - change from rural/agriculture to built/developed. Major visual impact on passengers on Bo'ness & Kinneil railway and minor road; Major/medium impact to M9 users and users of minor roads to north of site. Landscape and visual impact assessment required.

Existing trees and woodland corridor should be retained and protected (woodland with buffer planting) . Structure/screen planting required and appropriate treatment of boundaries.

Ecology:

River Avon and wooded gorge on northern edge of site. Gorge woodland must be retained. A suitable habitat buffer and other protection measures would be necessary to protect against significant adverse impacts. This buffer would need to be substantial enough to ensure that a functional habitat corridor is maintained along the southern bank of the River Avon, as well as protecting the habitats present. Avonbank/Birkhill SINC lies immediately to the northwest. An assessment of ecological impacts on this site and suitable mitigation proposals would be required, to ensure no negative impact on the designated site. Loss of other mature trees, hedges etc would need to be mitigated by suitable on-site habitat creation / planting. If developed a detailed ecological impact assessment and suitable mitigation would be required for this site. Potential impacts on badger, otter, great crested newts, bats, and sand martin. Environmental assessment required and species protection as necessary. Potential impact on nearby SSSI - impact assessment and mitigation would be required. Proposal must have no adverse impact on the integrity of the Firth of Forth SPA.

Historic Environment:

None

MIR Ref: RUR/B/08 **Site Name:** Gillandersland

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.0 ha **Capacity:** 20

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site would represent a significant extension of the Loan, to the detriment of its character and rural setting. The village is very small and has little in the way of services so it is not favoured as a settlement for expansion.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school.

Low accessibility to nearest local centre.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Access from the proposed site would be to a rural road of restricted width with no footway or lighting provision. This would require to be upgraded for the development proposed.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

There are currently no network capacity issues on this section of the B825.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Major Hazard Constraints:

Within pipeline consultation zone.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - Very limited dilution in all receiving watercourses so disposal of sewage likely to be problematic. Pumping via a new pipeline to the public sewer or the use of a sealed wetland system may be acceptable options.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land. No carbon rich or rare soils.

Education Capacity:

No issues for education capacity from this small site.

Community Infrastructure:

The Loan has no community infrastructure. It is also deficient in terms of access to park, play and sports facilities. The nearest schools and other facilities are in Maddiston and Linlithgow.

Green Belt:

No.

Green Network:

Not part of the strategic green network as such, but core paths run along eastern and northern boundaries. Disused railway line along northern boundary is important feature.

Landscape:

LCU Lowland River Valleys; Avon Valley unit. Semi rural - field within small village, ground rises gently towards north. Lies within AGLV. Site enclosed to W and N by former railway line tree/scrub covered embankment. Three dwellings on E and two (one with kennels) to N. RoW along path to S of site and along former railway line.

If the site is developed major/moderate landscape impact - change from agriculture to built. Major visual impact to dwellings to N, E & S of site and RoW users. Moderate to low visual impact to road users on B825 and Compston House to E of site.

Site is well defined and screened but is within AGLV and also has a "bad neighbour" (kennels). Landscape masterplan should consider boundary treatments, use of native species and links to existing paths/RoWs.

Landscape and visual impact assessment required.

Ecology:

No significant on-site ecological issues apparent.

Trees on NW boundary should be retained and enhanced with further planting if possible.

Historic Environment:

None.

MIR Ref: RUR/B/09 **Site Name:** East Cottage, California

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 0.4 ha **Capacity:** 8 **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site is located in the countryside well beyond the village limit of California, and would constitute ribbon development along the California- Maddiston road. Its is also located on a prominent ridgeline so there would be significant landscape impact.

Accessibility:

Overall accessibility: Low

moderate accessibility to local primary school

Low accessibility to nearest local centre.

The site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

The site is bounded on the south by California Road. California Road is a rural road, with no footway or lighting provision. An increase in the number of properties served by such a road would raise road safety concerns.

The location and design of a vehicular access to California Road would require to be in compliance with Falkirk Council DGCS requirements; current at the time of an application. The development layout would require to provide the appropriate resident and visitor parking provision, within the site, including turning provision, to ensure vehicles can access and egress California Road in a forward gear.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted for comment and approval.

Road Network Capacity:

There are no current network capacity issues in the vicinity of this development.

Water/Drainage Constraints:

Must connect to the public foul sewer.
WTW - Carron Valley - 2000
WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - No concerns

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Not prime agricultural land.

Education Capacity:

No issues from this small site.

Community Infrastructure:

The site lies to the east of California, almost 1km from the village centre with its school and community facilities. The nearest medical and library facilities are in Polmont.

Green Belt:

No.

Green Network:

Potentially part of South Falkirk green corridor.

Landscape:

LCU Lowland Plateau; Slamannan Plateau unit. Small agricultural field on ridge to E of California alongside California/Maddiston Road. Hedges define field boundaries. Site is remote from village as it lies outwith existing urban limit and is on a prominent ridgeline so visible from many viewpoints.

If site is developed it will have a major landscape impact- change from agriculture to built. Visual impact will be major for rural dwellings to W & E, moderate/major impact on dwellings in California and road users. Because of ridgeline location development will be visible from more distant viewpoints.

Ecology:

No significant ecological issues apparent.

Historic Environment:

None.

MIR Ref: RUR/B/10 **Site Name:** The Loan

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 1.4 ha **Capacity:** 14 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site would represent a significant extension to the Loan, to the detriment of its character and rural setting. The village is very small and has little in the way of services so it is not favoured as a settlement for expansion.

Accessibility:

Overall accessibility: Low

Low accessibility to local primary school.

Low accessibility to nearest local centre.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

The proposed development comprises two sites, one lies to the west of "Avonmuir" whilst the other lies to the east of "Leapark". Both sites are situated on the southern side of the B 825, within Loan village. The B 825 is an adopted, rural, class "B" road, with footway provision on the north side. The B 825 along the frontage of both sites is subject to a 40mph speed restriction. As such, there would be no objection in principle to residential development at the above locations. Frontal access for each plot could be taken off the B825 as long as visibility splays of 2.5m x 120m can be achieved, but as three dwellings can be accessed off a private driveway this sort of arrangement would be favoured to minimise driveway junctions on the main road.

Road Network Capacity:

There are currently no network capacity issues on this section of the B825.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

As the Bowhouse Burn is situated to the south of the proposed sites an FRA and details of the drainage strategy including SUDs will be required.

Major Hazard Constraints:

Within pipeline consultation zone.

Flood Risk/Water Quality:

Flood Risk - no apparent flood risk

Water Quality - Very limited dilution in all receiving watercourses so disposal of sewage likely to be problematic. Pumping via a new pipeline to the public sewer or the use of a sealed wetland system may be acceptable options.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land. No carbon rich or rare soils.

Education Capacity:

The catchment ND primary school is Whitecross. This is due to be replaced by a new, larger school as part of the SIRR development and will be able to absorb the 3-4 pupils likely to be generated from the site. Impacts on the other catchment schools will be negligible.

Community Infrastructure:

The Loan has no community infrastructure. It is also deficient in terms of access to park, play and sports facilities. The nearest schools and other facilities and services are in Maddiston and Linlithgow.

Green Belt:

No.

Green Network:

Not within the strategic green network, but site represents gap in a significant belt of woodland which connects into the River Avon green corridor. Potential for re-instatement to woodland.

Landscape:

LCU Lowland River Valleys; Avon Valley unit. 2 small fields, rough grass & gorse separated by two dwellings, lies within TPO and Avonbridge East AGLV. Protected trees along boundary with B825, within and adjacent to the site are an important landscape feature. Stone wall to W boundary. Developable area of site will be limited by extent of tree root protection zone required. If site is developed major landscape impact as will extend village into rural area within AGLV. Major visual impact to dwellings within the village. Landscape and visual impact assessment required. Landscape proposals should include boundary treatments, mitigation measures and use of native species.

Ecology:

A significant part of both halves of this site lies within an area identified as long-established plantation woodland (all of which is also covered by a TPO) although woodland cover is now largely absent from much of the site. Should development take place on this site, woodland planting to reinstate a significant proportion of the previous long-established woodland and to maintain a woodland corridor linking existing woodland to the east and west would be required. This and the protection of existing mature trees on the site would significantly reduce the developable area. There is significant badger activity in the vicinity. Appropriate surveys, protection and mitigation would be required.

Historic Environment:

None.

MIR Ref: RUR/B/11 **Site Name:** Wester Bowhouse Farm

Proposed Use: Mixed Use (Residential/Economic Development)

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 41.6 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

This site covers a significant area of countryside between Standburn and the A801. It is physically detached from Standburn, does not represent a logical extension, and development would result in significant landscape impacts. There is no justification for further strategic land release in this area given the strategic growth area at Whitecross, which along with the site at Gilston, comprise strategic business sites in relatively close proximity.

Accessibility:

The overall accessibility is poor for this development site.

There are very few local facilities within a reasonable distance of the proposed development site. The surrounding area does not have a high frequency bus service and the nearest railway station is not within a reasonable distance. Overall accessibility for the site is poor.

Vehicular Access:

The proposed site is located to the south east of Standburn in a rural area. The site is bounded by the B825 to the north, the A801 to the east, the C62 Candie Road, and the Bowhouse burn runs through the site from west to east.

No access from the A801 or C62 would be favoured and so any access will have to be taken off the B825. With the size of the site it would be likely that two points of access will be required, and a Transport Assessment would identify the size and type of any junction or roundabout. From the Bowhouse roundabout to Standburn, the B825 is a typical rural road with poor horizontal and vertical alignment and so the design criteria for any junction or roundabout may be difficult to satisfy.

A full FRA and details of the proposed surface water drainage system and SUDs would be required.

Road Network Capacity:

The size and scale of the development will have a significant impact on the surrounding local and strategic road network. It will have an impact on the proposals for upgrading the A801 between Bowhouse Roundabout and the Westfield Roundabout in West Lothian. It will also have an impact on the access proposals for Almondhall Farm and Whitecross roundabouts on the A801 between Bowhouse and M9 Junction 4. These roundabouts have not been designed to take account of a development of this scale at this location. There will be a major impact on the operation of M9 Junction 4. Mitigation proposals have been agreed that take account of both the Whitecross and Gilston developments. The level of trips generated by a development of this scale cannot be accommodated by these works. Major additional works may be required as a result of this development. The impact on the local and strategic road networks would have to be demonstrated fully through a Transport Assessment.

Water/Drainage Constraints:

A full FRA and details of the proposed surface water drainage system and SUDs would be required.

There is a section of 225mm foul pipe work in the Western section of the site. This would need to be considered in the planning of the site, it will either have to be incorporated into the site layout or diverted. In addition the developer will need to undertake pipe work extensions for water and waste. The developer will require to install separate systems for surface water and foul, with these being treated separately.

The treatment works for the development site are Carron Valley WTW (2000) and Kinneil Kerse WWTW (1985).

Given the size of the site it is fairly certain there will be no Scottish Water sewer nearby of sufficient capacity to take this development and even in larger conurbations such as Maddiston there are known sewer capacity problems which currently require attention so the problem of where to dispose of the sewerage will be significant. As a private treatment plant would not be appropriate for this site it would seem that foul sewage may require to be pumped a considerable distance. There are private drainage difficulties on the downstream side of the Bowhouse roundabout at The Loan/Muiravonside/Tarduff where the existing properties take up all the capacity of the stream. There may therefore be an opportunity to improve this situation if some thought could be given to including this area in the sewerage system. The development will be required to connect to the public waste water (foul) sewer.

Major Hazard Constraints:**Flood Risk/Water Quality:**

There is a small watercourse (Bowhouse Burn) that runs through the middle of the site which is just smaller than 3km² in size and hence not included within the Indicative fluvial flood map. Another small watercourse enters the site to the north through a culvert and appears to be culverted under part of the site. There are several other culverts on the Bowhouse Burn, including one at the downstream end of the site which may increase the risk of flooding to the development site. Flood Risk Assessment is required. An FRA may show that some parts of the site nearest the watercourses are constrained due to flood risk.

The Bowhouse Burn as it runs through this site is rather small and has been known to virtually dry up in the area upstream of Bowhouse roundabout. Nevertheless it is a valuable natural resource in this valley and its corridor needs to be protected from urbanisation. A large buffer strip should be left between the stream corridor and the proposed housing areas. The corridor could then become a natural asset within the development.

Air Quality:

Not close to AQMA. Eastern part of site close to A801, major transport corridor.

Soil:

4.5ha of the western part of the site comprises carbon rich soil, the rest of the site comprises prime quality agricultural land (class 3.1)

Education Capacity:

Capacity estimated at 500 houses.

The catchment schools for this proposal are Drumbowie & St Andrew's Primaries and Braes & St Mungo's High.

Drumbowie PS

The capacity of the school is 50 pupils. Although the current roll is only around 20 pupils, much of the available spare capacity will be used up by the proposed development in Standburn village that was agreed in principle by SPG last year. In effect, there is no available capacity at Drumbowie PS to accommodate this proposal. Geographically speaking, the other possible catchment primary would be Maddiston PS which will struggle to accommodate its growing roll as it is, so again, no capacity available for this proposal. A strategic rezoning involving Wallacestone is also out of the question.

500 family style houses is likely to generate an estimated 120-150 pupils, which will require an additional single stream of primary education in the area. The only practical way of delivering this would be a brand new single-stream primary school. At an estimated £7 million to deliver this, a contribution of £14,000 per house would be required. There may be a way of factoring in the savings from closing Drumbowie PS, but the existing site is far too small and, in addition to this financial contribution, the developer would need to provide a new site for the school of approx 1.5 ha (probably on the eastern end of the proposal), which will reduce the land they have available for the residential element. The new school would need to incorporate nursery provision.

St Andrew's PS

This proposal could generate enough additional demand for St Andrew's to put the school under pressure long-term. A contribution of £850 per pupil will be required to cover this risk. If this site is allocated in a future development plan, a rezoning to St Mary's in Bo'ness could be considered, but this requires a formal statutory consultation and no outcome can be relied on in advance.

Braes HS

There is still a long-term risk of high occupancies at Braes HS, so a proposal on this scale will increase this risk considerably. Based on a pupil yield ratio of 0.14 we can expect 70 additional secondary pupils at Braes High. A contribution of £2,100 per house would be required if this becomes part of the agreed Development Plan. As long as this is a speculative proposal however, I would advise that this may not be an acceptable risk and the financial liability could be greater than the contribution achieved – further work will be required here.

St Mungo's HS

In common with all medium to large scale proposals, a contribution of £900/house would be required

In total, a contribution estimated at £17,850 per house, or £8.9 million for 500 houses, would be required to deliver the necessary school capacity to support this development.

Community Infrastructure:

This site is relatively remote with the nearest community facilities being in Whitecross, Maddiston and Avonbridge.

Green Belt:

N/A

Green Network:

Western part of the site forms part of the mid braes component of the green network.

Landscape:

In Avon valley LCU of Lowland River Valley Landscape Character Type, but also transitional with Slamannan Plateau LCU. SE corner within AGLV. RoW through W part of site. Extensive area, generally N facing, comprising burn, rough grazing fields, route of former rail line and indications of former reclamation. Field boundaries hedgerows, Beech / broadleaved trees, with mixed shelterbelt and small woodland area on southern boundary; small tree groups elsewhere. Upper southern edge of site visually prominent from B805 & B825 to N & NE with moderate level of visual impact if developed. Major visual impact from Standburn and outlying dwellings to N and NE if developed.

W part of site physically attached to Standburn and if this part developed only, then mitigating structure / screen planting required. Larger E part of site could be physically difficult to develop due to sloping landform and would be a major visual impact on surrounding area from development on upper ground. Major landscape effect likely from development over whole area due to loss of landform, features and change in land cover. Major landscape effect on setting of Standburn and rural character of B825 if extensive area developed; additional impact on character and integrity of northern part of AGLV if developed without significant mitigation.

If development on any part of site, retention of the rural character of the burn corridor, tree cover and landform would be essential with substantial mitigating woodland planting.

Ecology:

Historic Environment:

N/A

MIR Ref: SHIE/B/01 **Site Name:** Belmont Avenue, Shieldhill

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 4.5 ha **Capacity:** 29

Type: Greenfield

Proposed Plan Status Not Allocated

Summary:

Proposed Plan Ref:

The site is identified for open space purposes in the FCLP. As well as its value as recreational open space, it forms an important part of the South Falkirk green network and is an important wildlife corridor. Development would have significant open space, ecological and landscape impacts for which mitigation is not possible.

Accessibility:

Overall accessibility: Low/Moderate

Moderate accessibility to local primary school.

Low accessibility to nearest centre in the hierarchy.

Site is not within reasonable walking distance of bus or rail services.

Vehicular Access:

The existing residential area served by Easton Drive and Belmont Avenue extends to around 430 houses and so a TA would be required to determine the maximum number of dwellings the site could accommodate. An access could possibly be formed between Nos 52 & 54 Belmont Avenue, land ownership allowing.

Road Network Capacity:

This site if allocated will have an impact on both the B8028 corridor and B810 corridor. These corridors can suffer from peak time congestion especially travelling towards Falkirk. Any additional development on these corridors will exacerbate any congestion. If this site is allocated a Transport Assessment will be required to ascertain the level of impact and any mitigation that will be required.

Water/Drainage Constraints:

WYW - Carron Valley - 2000

WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding.

Water Quality - Westquarter Burn and small burn runs along N and E edges of site respectively - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not near AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

Catchment schools are Shieldhill and St Andrews primaries and Braes and St Mungo's High schools. Shieldhill has no capacity issues and can easily absorb the 7 ND pupils likely to be generated from the site. All the other catchment schools do have capacity concerns and proportionate developer contributions would be required to cover those risks.

Community Infrastructure:

Shieldhill has a community wing attached to the local primary school and Welfare Hall which provide space for local community activities. The site is within approximately 900m of these facilities. A new youth and community hall at a distance of just over 1km will provide additional community space. The only playing field is in poor condition and located on the periphery of the village about 600 m from the site. The nearest libraries and medical facilities are in Falkirk and Polmont. Although the majority of people have good access to public open space, the quality of a number of spaces e.g. playing fields is low. Shieldhill has good access to green corridors and semi natural open space.

Green Belt:

No.

Green Network:

Site forms an important area of open space for the village, and an important part of the South Falkirk green corridor linking Westquarter Burn to the village of Shieldhill.

Landscape:

LCU Lowland Plateau; Slamannan Plateau unit. Open semi natural grassland with burn forming northern boundary and residential properties to south. Scrub/trees along burn.

If developed major landscape impact with loss of semi natural open space along burn valley. Major visual impact to adjacent residential properties.

Ecology:

Significant ecological impacts to site. Mitigation not possible.

The site comprises a range of habitats including a substantial area of species-rich neutral grassland, as well as woodland, scrub and burn. The site also forms an important part of the wildlife corridor along the Westquarter Burn.

It is intended to undertake further assessment during 2011 with a view to formally designating the site as a SINC or Wildlife Site. Development of this site would be unacceptable.

Historic Environment:

None.

MIR Ref: SHIE/B/02 **Site Name:** Hillcrest Farm, Shieldhill

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 4.1 ha **Capacity:** 30 **Type:** Greenfield

Proposed Plan Status Allocated

Proposed Plan Ref: H69

Summary:

The site lies on the eastern edge of Shieldhill. Although it is located on the skyline, with potentially significant landscape impacts, the skyline has already been breached through the development of Hillcrest Square, and developing the site could be seen as a consolidation of the existing development at Hillcrest Square and Tappernail Farm. Careful site planning and landscaping would be necessary to mitigate landscape and ecological impacts, and ensure green network potential is realised.

Accessibility:

Overall accessibility: Low/Moderate

Moderate accessibility to local primary school.

Low accessibility to nearest centre in hierarchy.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

This proposed site lies to the north of the B810 Shieldhill Road; it has footway and lighting provision, and a 40mph speed limit restriction along the frontage of the site. Visibility splays of 4.5 x 120 metres would be required in both directions from any new access formed at this location on to the B810. The vertical geometry of Shieldhill Road at the frontage to the site is such that appropriate visibility splays may be difficult to achieve from any new access. There is another possible access through a narrow private road from Hillcrest Square to Tappernail Farm which would be required to be upgraded to adoptable standard, and this may be difficult to achieve.

The proposed access to this site is likely to be taken via Hillcrest Square which is a 5.5m wide adopted road with one 2m wide footway and street lighting provision. As such, Hillcrest Square as the access road to the wider site would be generally acceptable from a roads point of

view if the visibility splays of 4.5m x 120m can be satisfied. The system of access roads off Hillcrest Square would have to be formed in accordance with Falkirk Council Design Guidelines & Construction Standards and this should be achievable depending on levels etc.

Road Network Capacity:

This site if allocated will have an impact on both the B8028 corridor and B810 corridor. These corridors can suffer from peak time congestion especially travelling towards Falkirk. Any additional development on these corridors will exacerbate any congestion. If this site is allocated a Transport Assessment will be required to ascertain the level of impact and any mitigation that will be required.

Water/Drainage Constraints:

WTW - Carron Valley - 2000
WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - No concerns.

Air Quality:

Not near AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

Catchment schools are Shieldhill and St Andrews primaries and Braes and St Mungo's High schools. Shieldhill has no capacity issues and could absorb the pupils likely to be generated from the site. All the other catchment schools do have capacity concerns and proportionate developer contributions would be required to cover those risks.

Community Infrastructure:

Shieldhill has a community wing attached to the local primary school and Welfare Hall which provide space for local community activities. These facilities are approximately 1.3km from the site. A new youth and community hall at a distance of just over 1.7km will provide additional community space. The only playing field is in poor condition and located on the periphery of the village about 1.6 km from the site. The nearest libraries and medical facilities are in Falkirk and Polmont. Although the majority of people have good access to public open space, the quality of a number of spaces e.g. playing fields is low. Shieldhill has good access to green corridors and semi natural open space.

Green Belt:

No.

Green Network:

Potentially forms part of the Lower Braes green network, with potential connectivity with Westquarter Glen corridor and Belmont Avenue open space.

Landscape:

LCU Lowland Plateau; Slamannan Plateau unit. Open semi natural grassland with gorse on high ground /ridgeline to east of Shieldhill village. Major visual impact due to prominence of site, although Hillcrest Square has already breached skyline. Some mitigation may be possible through careful siting, design, and landscaping of development

Ecology:

Much of this site appears to support habitat of rough semi-improved grassland and scrub, which has some ecological value. Further survey and ecological assessment might identify this area as of ecological importance (depending on the species diversity and richness). In association with the areas of semi-improved grassland to the west and north and the Westquarter Burn and glen this forms part of an ecologically valuable area. Some of the more disturbed areas to the south of this site (near an area of recent development) is likely to be of lesser ecological value.

Historic Environment:

None.

MIR Ref: SHIE/B/03 **Site Name:** Burnhead Farm Shieldhill**Proposed Use:** Residential**MIRStatus** Non-Preferred Site (2014-2024)**SiteSize** 2.0 ha **Capacity:** 50**Type:** Greenfield**Proposed Plan Status** Not Allocated**Proposed Plan Ref:****Summary:**

The site lies in the countryside to the south of the village. It does not constitute a logical extension to the village. Development would have significant landscape and visual impacts and gaining vehicular access is likely to prove a significant constraint.

Accessibility:

Current accessibility: Low/Moderate

High accessibility to local primary school.

Low accessibility to nearest centre in the hierarchy.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

No route for access to the public road is indicated for this site. Those available at present do not appear to be capable of providing a minimum 5.5m wide carriageway, with 2m footway on either side. Use of an existing single track access from the eastern boundary would not be suitable, because it is situated immediately opposite Cross Brae, with limited visibility.

The road layout and parking provision within the development site would require to comply with DGCS requirements, current at the time of an application.

Road Network Capacity:

This site if allocated will have an impact on both the B8028 corridor and B810 corridor. These corridors can suffer from peak time congestion especially travelling towards Falkirk. Any additional development on these corridors will exacerbate any congestion. If this site is allocated a Transport Assessment may be required to ascertain the level of impact and any mitigation that will be required.

Water/Drainage Constraints:

WYW - Carron Valley - 2000

WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A basic FRA would be required in the first instance with site layout and watercourse proposal to assess flood risk to the site. Further information may be required should this not adequately assess flood risk to site.

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted.

Water Quality - Small burn runs down S edge of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not near AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

Catchment schools are Shieldhill and St Andrews primaries and Braes and St Mungo's High schools. Shieldhill has no capacity issues and can absorb the 12-13 ND pupils likely to be generated from the site. All the other catchment schools do have capacity concerns and proportionate developer contributions would be required to cover those risks.

Community Infrastructure:

Shieldhill has a community wing attached to the local primary school and Welfare Hall which provide space for local community activities. These facilities lie almost adjacent to the site. A new youth and community hall at a distance of almost 600 m will provide additional community space. The only playing field is in poor condition and located on the periphery of the village about 450 m from the site. The nearest libraries and medical facilities are in Falkirk and Polmont. Although the majority of people have good access to public open space, the quality of a number of spaces e.g. playing fields is low. Shieldhill has good access to green corridors and semi natural open space.

Green Belt:

No.

Green Network:

Potentially part of the South Falkirk green corridor. Core Path 0018/686 Main Street, Shieldhill to Bellsrigg Community Woodland lies to east of the site. Polmont Burn corridor and wildlife site to south.

Landscape:

LCU Lowland Plateau; Slamannan Plateau unit. Rural, small grazing field with hedgerows to south of primary school grounds. If developed major landscape impact as site is detached from urban settlement. Major visual impact to dwellings nearby and in village, also to RoW users. Buffer to school boundary and sensitive boundary treatments should be included in landscape proposals.

Ecology:

A significant habitat buffer must be created between any development and the burn and adjacent California Wildlife Site (to the south). There must be no negative impacts on the wildlife site. Where possible boundary hedges should be retained and any loss mitigated by appropriate on-site planting.

Historic Environment:

None.

MIR Ref: SHIE/B/04 **Site Name:** Greenwells Farm, Sheildhill

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 8.3 ha **Capacity:** 166 **Type:** Greenfield

Proposed Plan Status Not Allocated

Summary:**Proposed Plan Ref:**

The site would represent a significant western extension of Shieldhill into the countryside, of a scale which is probably excessive in relation to the preferred approach of modest settlement expansions to settlements. There would be very significant landscape and visual impacts due to the prominent, sloping nature of the site.

Accessibility:

Overall accessibility: Low/Moderate
High/moderate accessibility to local primary school.
Low accessibility to nearest centre in the hierarchy.
Part of the site is within reasonable walking distance of bus services.
The site is not within reasonable walking distance of rail services.

Vehicular Access:

From a roads point of view there is no objection to the development of this site for residential purposes. Access to it could be taken via the C2 Darnrigg Road if acceptable visibility splays can be achieved. The 30 mph limit would be required to be moved to the west of the site.

Road Network Capacity:

This site if allocated will have an impact on both the B8028 corridor and B810 corridor. These corridors can suffer from peak time congestion especially travelling towards Falkirk. Any additional development on these corridors will exacerbate any congestion. If this site is allocated a Transport Assessment will be required to ascertain the level of impact and any mitigation that will be required.

Water/Drainage Constraints:

WYW - Carron Valley - 2000
WWTW - Kinneil Kerse - 1985

Major Hazard Constraints:

Pipeline consultation zone located in south west corner of the site.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A basic FRA would be required in the first instance with site layout and watercourse proposal to assess flood risk to the site. Further information may be required should this not adequately assess flood risk to site.

Water Quality - Westquarter Burn runs along N edge of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not near AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

Catchment schools are Shieldhill and St Andrews primaries and Braes and St Mungo's High schools. Shieldhill has no capacity issues and should be able to absorb, with phasing, the 42 ND pupils likely to be generated from the site. All the other catchment schools do have capacity concerns, particularly Braes High, and proportionate developer contributions would be required to cover those risks.

Community Infrastructure:

Shieldhill has a community wing attached to the local primary school and Welfare Hall which provide space for local community activities. These facilities lie approximately 600m from the site. A new youth and community hall at a distance of almost 200 m will provide additional community space. The only playing field is in poor condition and located on the periphery of the village about 900 m from the site. The nearest libraries and medical facilities are in Falkirk and Polmont. Although the majority of people have good access to public open space, the quality of a number of spaces e.g. playing fields is low. Shieldhill has good access to green corridors and semi natural open space.

Green Belt:

No.

Green Network:

Potentially part of the South Falkirk green corridor. Corridor of the Westquarter Burn runs along the northern boundary of the site.

Landscape:

LCU Lowland Plateau; Slamannan Plateau unit. Agricultural grazing on north facing hillside. Wet flushes across much of site. S & W boundaries are remnant hedge with trees. S boundary is highest part of site & on ridgeline. Small group of trees to east just outwith site which are locally important (as few trees in immediate vicinity). If site developed major landscape impact as large extension to village. Also major visual impact to adjacent dwellings, moderate impact to road users. Landscape proposals should address boundary treatments, screen planting, open space and planting within development, links to path network and creation of new entrance to village.

Ecology:

Westquarter Burn runs along the northern edge of the site. A significant habitat buffer must be retained and enhanced between the burn and any development. Hedges/trees/scrub on site should be retained where possible. Where such features are lost, appropriate mitigation planting should take place.

Historic Environment:

None.

MIR Ref: SLA/B/01 **Site Name:** Southfield Farm

Proposed Use: Residential

MIRStatus Preferred Site (2014-2024)

SiteSize 13.5 ha **Capacity:** 150 **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site was considered at the FCLP Inquiry, and was rejected by the Reporters on grounds of overallocation. Whilst the site may have potential for development in conjunction with land to the east at Blinkbonnie Terrace, it is not considered as appropriate a location as Hillend Farm. Given the decision to reduce the overall scale of development in the village, development at Southfield is not favoured.

Accessibility:

Overall accessibility: Moderate
High/moderate accessibility to local primary school.
Moderate accessibility to nearest local centre.
Part of site is within reasonable walking distance of bus services.
The site is not within reasonable walking distance of rail services.

Vehicular Access:

Access to this site along with the adjoining site SLA/A/04 would not be possible from Southfield Road which is unsuitable. A possible access point on the B803 to the west of Tarskavaig could be the location of a standard junction or mini-roundabout to serve either sites, or a larger roundabout on the B803 further to the west of Mistral serving both sites and also the larger Hillend site to the north.

Road Network Capacity:

Any development sites allocated within Slamannan will have a major impact on the operation of the village centre. Any sites allocated to the west of the village will impact on capacity more than those to the north.

Water/Drainage Constraints:

WTW - Carron Valley - 2000
WWTW - Slammanan - 450

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - A FRA is required to establish the risk of flooding. Any culverted watercourse should be investigated to establish if it can be restored to an open watercourse without increasing the risk of flooding elsewhere. New development should avoid building over existing culverts (see SPP paragraph 211 and guidance in PAN 69). If proposed to open up culvert then a flood risk assessment would be required to show there is no increase in flood risk to neighbouring areas. Majority of the development site is developable. Development should only occur outwith the functional floodplain.

Water Quality - Small burn runs down W edge of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

The catchment schools are Slamannan and St Andrew's primaries and Falkirk and St Mungo's High schools. Only the RC schools have current capacity issues, although the site (generating potentially 37 ND primary pupils) could adversely affect capacity at all schools in the longer term, taking account of existing commitments in the Slamannan catchment. Developer contributions would be required to cover future risks at catchment schools.

Community Infrastructure:

The village is fairly well provided for with a community centre hosting a range of services including a health centre, and a library in the centre of the village at the Cross. The football pitch and facilities at Blinkbonnie Terrace have recently been upgraded. Developer contributions would be sought to enhance existing community provision.

Green Belt:

No.

Green Network:

Adjacent to the Upper Braes green corridor.

Landscape:

Slamannan Plateau LCU. Agric / rough grazing land, N facing & poorly drained with sporadic internal trees. Shelterbelt in poor condition to W. If developed, would be major landscape impact due to scale of area and prominence of upper slope. Visual impact would be major from dwellings to NE, moderate from roads to N & S and moderate from open countryside to N. Lower area could be appropriate for future development, but not upper area as visually prominent. Even if lower area developed, would require structure planting on s boundary, with appropriate landscape treatment along lower road frontage & tree retention. Lower western edge would require appropriate 'gateway' landscape treatment to village if developed.

Townscape: Extension of existing built up area into the countryside. Impact on townscape likely to be reduced if developed in conjunction with SLA/B/01.

Ecology:

There do not appear to be any significant ecological issues which would make development of this site unacceptable.

If developed a detailed ecological impact assessment would be required with appropriate mitigation and habitat enhancement proposals. An assessment of impacts on the nearby Rashiehill Mire Wildlife Site would be required. However it is anticipated that protection and mitigation of impacts should be feasible.

It is judged that development of this site would not require an Appropriate Assessment, as it is not likely to have significant impacts on the Slamannan SPA / bean goose flock.

Historic Environment:

None

MIR Ref: SLA/B/02 **Site Name:** Hillend West**Proposed Use:** Residential**MIRStatus** Preferred Site (2014-2024)**SiteSize** 6.0 ha **Capacity:** 50**Type:** Greenfield**Proposed Plan Status** Allocated**Proposed Plan Ref:** H70**Summary:**

The site represents a modest extension to the allocated Hillend Farm site which could provide additional options for securing access to the larger Hillend Farm site SLA/A/01.

Accessibility:

Overall accessibility: Moderate

High/moderate accessibility to local primary school.

Moderate accessibility to nearest local centre.

Part of site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

Access would be to the B803, but vertical and horizontal road alignment restrict visibility. It may not be possible to achieve an access to DGCS requirements to serve development on this site.

The road layout and parking provision within the development site would require to comply with DGCS requirements current at the time of an application.

Road Network Capacity:

Any development sites allocated within Slamannan will have a major impact on the operation of the village centre. Any sites allocated to the west of the village will impact on capacity more than those to the north.

Water/Drainage Constraints:

WTW - Carron Valley - 2000

WWTW - Slammanan - 450

A surface water drainage strategy, identifying the proposed surface water outfall, would require to be submitted. Surface water would require to discharge to the north west, away from the north east where there is a history of flood events.

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Flood risk would be evaluated through FRA in association with adjacent Hillend farm site.

Water Quality - Small burn runs down W edge of site - should not be culverted to enable development. Opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

No prime quality agricultural land.

Education Capacity:

The catchment schools are Slamannan and St Andrew's primaries and Falkirk and St Mungo's High schools. Slamannan Primary has no capacity issues and should be able to absorb the potential 12-13 ND primary pupils generated from the site. Only the RC schools have current capacity issues and, in the case of St Andrews, these should diminish when rezoning elsewhere takes effect. Proportionate developer contributions would be required to cover future risks at St Mungo's High.

Community Infrastructure:

The village is fairly well provided for with a community centre hosting a range of services including a health centre, and a library in the centre of the village at the Cross. The football pitch and facilities at Blinkbonnie Terrace have recently been upgraded. Developer contributions would be sought to enhance existing community provision.

Green Belt:

No.

Green Network:

Adjacent to the Upper Braes green corridor.

Landscape:

In Slamannan Plateau LCU. Rough grazing & poorly drained, W facing; open views to N & W. Low landscape impact if developed - topography change. Visual impact major from housing to E & moderate from road. Could form extension to settlement, subject to mitigation of appropriate treatment along road frontage, landscape treatment to form village gateway, tree retention & structure planting along N & W boundary.

Townscape: Extension of existing built up area into the countryside. Impact on townscape likely to be reduced if developed in conjunction with SLA/B/01.

Ecology:

Slamannan Plateau SPA - given the findings of a previous Appropriate Assessment (AA) for the adjacent Hillend Farm development site and the judgement that an AA is not required for the Southfield Farm site, it seems likely that the Slamannan Plateau SPA would not preclude development on this site. However the need for an AA would have to be determined and an AA detailing appropriate mitigation might be necessary.

Rashiehill Mire Wildlife Site - This site is immediately adjacent to the Rashiehill Mire wildlife site. There is potential for significant ecological impacts on this site, including on its hydrology. A significant habitat buffer would be required between development and the designated site as well as a detailed assessment of potential impacts on the site and protection & mitigation proposals.

Historic Environment:

None.

MIR Ref: STA/B/01 **Site Name:** Standburn South

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 5.0 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site would represent a major southern extension to Standburn, with significant impacts on the landscape and the setting of the village. Its scale is considered excessive in relation to the size of Standburn, and it does not integrate well with the existing form of the village. There is also a question as to whether access can be formed at the eastern end of the site without additional land.

Accessibility:

Overall accessibility: Low/Moderate

High accessibility to local primary school

Low accessibility to nearest local centre in hierarchy.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

There are concerns that a satisfactory access to the area could not be achieved on land entirely within the ownership of this individual site due to the limited frontage that the site has onto the B825.

The access to the site should be an adoptable standard 5.5m wide road with two 2m wide footpaths and a 6m radius bell-mouth located where a visibility splay of 4.5m x 70m, can be achieved if possible. It is also likely that the 30 mph sign will require to be moved further east, and some form of traffic calming may be required. If this site was to achieve an acceptable single access from the B825, it would compromise any access to site STA/B/02 on junction spacing grounds, and so it would be best that this site and site STA/B/02 had a shared access from the main road.

Road Network Capacity:

There are no current road network capacity issues in Standburn. However the cumulative impact of STA/B/01, 02 & 03 will have an effect on the main route through the village and the junction of the B825 at Bowhouse roundabout.

Water/Drainage Constraints:

Carron Valley WTW - 2000

Kinneil Kerse WWTW - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - Majority of the development site is developable. Development should only occur outwith the functional floodplain. A FRA is required to establish the risk of flooding.

Water Quality - Bowhouse Burn runs along S boundary of site - should not be culverted and opportunities to deliver habitat restoration should be harnessed.

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Carbon rich soil is present and would be adversely affected by development.

Education Capacity:

Catchment schools are Drumbowie and St Andrews primaries and Braes and St Mungo's High schools. Drumbowie is a small rural school which could be disproportionately affected by community growth, but it should be able to absorb the potential pupils generated, assuming the site capacity is relatively small. Impact on the other catchment schools will be negligible under the same assumption about overall site capacity.

Community Infrastructure:

Standburn has no community infrastructure other than the local school which can provide a venue for community use. The site has good access to good quality semi natural green space and a sports and play area.

Green Belt:

No.

Green Network:

Part of the Mid Braes green corridor. Core path from Standburn to Candie runs along western side of site. Bownhouse Burn runs to south.

Landscape:

In transition between Slamannan Plateau LCU & Avon Valley LCU. South sloping rough grazing land from rear of houses to burn, with sporadic tree / shrub cover.

If developed, major landscape impact from landform change on slope over extensive area / loss of natural tree / shrub cover.also minor impact on AGLV to S. Visual impacts if developed would be major from houses to N & major from Right of Way. Only flatter northern area developable & mitigation would require structure planting at top of slope to S (to protect burn); structure planting also required on eastern boundary to delineate and buffer to open countryside.

Townscape: would increase size of village considerably and have major impact on its setting.

Ecology:

A burn runs along the southern boundary of the site. A significant habitat buffer would be required between the burn and any development to protect this feature and ensure that a robust wildlife corridor is retained along the burn.

Areas of scrub/trees on site should be retained where possible. Any loss should be mitigated by appropriate on-site planting and habitat creation. Areas of scrub may be important for breeding birds in which case appropriate protection or mitigation would be required.

Historic Environment:

None.

MIR Ref: STA/B/02 **Site Name:** Standburn East

Proposed Use: Residential

MIRStatus Non-Preferred Site (2014-2024)

SiteSize 4.3 ha **Capacity:** **Type:** Greenfield

Proposed Plan Status Not Allocated

Proposed Plan Ref:

Summary:

The site would represent a major eastern extension to Standburn, with significant impacts on the landscape and the setting of the village. Its scale is considered excessive in relation to the size of Standburn, and it does not integrate well with the existing form of the village.

Accessibility:

Overall accessibility: Low/Moderate

High accessibility to local primary school

Low accessibility to nearest local centre in hierarchy.

The site is within reasonable walking distance of bus services.

The site is not within reasonable walking distance of rail services.

Vehicular Access:

The access to the site would be just east of the 30mph limit on the B825 and in the form of a standard junction arrangement where a visibility splay of 4.5m x 70m, can be achieved. The access road would be an adoptable standard 5.5m wide road with two 2m wide footpaths. It is also likely that the 30 mph sign will require to be moved further east, and that some form of traffic calming might be required. Again, if this site was to achieve an acceptable single access from the B825, it would compromise any access to site STA/B/01 on junction spacing grounds, and so it would be best that this site and site STA/B/01 had a shared access from the main road.

For the size of the site it would be unlikely for a TA to be required, but an FRA and details of the Sustainable Drainage will be required.

Road Network Capacity:

There are no current road network capacity issues in Standburn. However the cumulative impact of STA/B/01, 02 & 03 will have an effect on the main route through the village and the junction of the B825 at Bowhouse roundabout.

Water/Drainage Constraints:

Carron Valley WTW - 2000
Kinneil Kerse WWTW - 1985

Major Hazard Constraints:

None.

Flood Risk/Water Quality:

Flood Risk - No apparent flood risk.

Water Quality - No concerns

Air Quality:

Not close to AQMA or major transport corridor.

Soil:

Carbon rich soil is present and would be adversely affected by development.

Education Capacity:

Catchment schools are Drumbowie and St Andrews primaries and Braes and St Mungo's High schools. Drumbowie is a small rural school which could be disproportionately affected by community growth, but it should be able to absorb the potential pupils generated, assuming the site capacity is relatively small. Impact on the other catchment schools will be negligible under the same assumption about overall site capacity.

Community Infrastructure:

Standburn has no community infrastructure other than the local school which can provide a venue for community use. The site has reasonable access to good quality semi natural green space and a sports and play area.

Green Belt:

No.

Green Network:

Forms part of Mid Braes green corridor.

Landscape:

In transition between Slamannan Plateau LCU & Avon Valley LCU. S facing sloping rough grazing with native shrub cover. Mod- major landscape impact due to scale of area, location & loss of landform. Visual impacts would be major from existing dwellings, moderate from road.

If developed, structure planting required on S E boundary. E boundary would require quality landscape design to act as gateway to village and buffer to countryside beyond.

Townscape: would increase size of village considerably and have major impact on its setting.

Ecology:

The southern boundary of the site is close to Bowhouse Burn. A habitat buffer along this edge is likely to be required to protect the burn and associated scrub/trees, and to ensure that a robust wildlife corridor along the burn is retained.

Trees/scrub on site should be retained where possible. Loss of such features should be mitigated by appropriate on-site habitat creation and planting. Areas of scrub may be important for breeding birds in which case appropriate protection or mitigation would be required.

Historic Environment:

None.

		Total no. of records:	31
		Total no. of records:	138

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